



# **Hughes & Hough** AUCTIONEERS TO THE GOVERNMENT.

General Auctioneers  
Share, Coal and General  
Produce Brokers and  
Commission Agents.

## **PROPRIETORS** "To-Kwa-Wan" Coal Storage.

Coal used  
Bentley's  
A. & C. 4th & 5th Editions.  
A 1 Telegraphic Code.

Telephone Address  
"MUNICH" HONGKONG.

## **PUBLIC AUCTIONS**

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned.)

### **WEDNESDAY,**

April 23, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of "Ice House Street."

**TEAKWOOD AND BLACKWOOD FURNITURE, BRASS AND MOUNTED DOUBLES AND TWIN BEDSTEDS, CURTAINS, CARPETS, &c., &c.,**  
Comprising:—

Chesfordfield Sofas, Arm-chairs (new), Folding Card and Occasional Tables, One Upholstered Suite, Bedroom Furniture, comprising Teakwood Tidy Bedsteads, large and small Wardrobes, Dressing-Tables, Washstands, &c., (fumed Teakwood), Sideboards, Dinner Waggon, Extension, Dining Tables and Chairs, &c., Dinner Services, Crockery, and good Glass Ware, Cooking Stoves, Cutlery, &c., Bath Room Utensils, Electro-Plated Ware.

Electric Reading Lamps, Blackwood and Teakwood Screens, a quantity of Blackwood Furniture, Blackwood Fire Screen, Side Tables, Chairs, Cabinets, Pictures & Oil Paintings, Several Carpets—new and second-hand.

Also  
Collard & Collard Piano (good tone), one Enamelled Bath and one Large Gas Cooking Stove, and Pneumatic tyred Ricksha (NEARLY NEW).  
(Full Particulars from Catalogue).  
Terms—Cash.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, April 16, 1919.

(For Account of the Concerned.)

### **WEDNESDAY,**

April 23, 1919, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of "Ice House Street."

**A LARGE ASSORTMENT OF USEFUL HOUSEHOLD LINES, DRAWN WORK, & EMBROIDERIES.**  
Comprising:—

**HOUSEHOLD LINES:**—Single and Double Plain and Hemstitched Sheets, Pillow Cases, Double White Satin Quilts, Linen Damask Serviettes, Glass Cloths, Bath Towels, Face Towels, &c., &c.  
**DRAWNWORK:**—Bedspreads, Pillow Cases, Tray Cloths, &c., &c.  
**EMBROIDERIES:**—Bedspreads, Table Covers, Tea Cloths, Runners 18 by 54 in.

A few bits of Suit Cases and Attache Cases.  
(All new goods and small lots to suit purchasers).  
Terms—Cash.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, April 16, 1919.

### **FOR SALE.**

(FOR ACCOUNT OF THE CONCERNED),  
At their Sales Rooms, No. 8, Des Vaux Road, Corner of "Ice House Street."

**Motor Yacht "IRENE"**  
Built 1915 recently thoroughly overhauled painted and varnished.

Length ... 35 feet  
Beam ... 3  
Draft ... 3

**Motor "Scripps"** heavy duty 14 H.P. Cabin enlarged to seat 6 passengers, Lavatory, Ice box, Electric light, &c., &c. including Extra large Battery for Electric light, 2 sets steering, gear Engine room, Telegraph, lamps, 2 new lifebuoys, sails, electric horn, ventilators, lifebuoys, tanks, &c., &c.

For further particulars apply to the Undersigned.  
Terms—Cash.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, March 25, 1919.

### **WANTED TO PURCHASE.**

**PICTURES** painted by Captain LORING, R.A. "one time stationed here."  
**HUGHES & HOUGH,**  
Auctioneers.

## **PUBLIC AUCTIONS.**

THE Undersigned have received instructions to sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED),

### **THURSDAY,**

April 24, 1919, at 2.30 p.m., at No. 2 Ormsby Villas, 39 Granville Road, Kowloon.

**THE**  
**Valuable Household Furniture,**  
&c., &c.,  
therein contained.

Comprising:—  
Teak Hallstands, Side Table, Barometer, &c., Chesterfield Sofa and Arm-chairs, Blackwood Stands and Tables, carpets and rugs, Pictures, a number of Chinese and Japanese Vases, curios, &c., Dining Room Furniture, Bookcases, including high back chairs made by Wm. Powell and practically new, crockery, Glass ware, &c., 3-bottle tantalus by Mappin and Webb, Double and Single Bedsteads, Wardrobes, Toilet Tables, Washstands and chest-of-drawers, &c., and one handsomely carved teakwood clothes press, Shanghai bath, porcelain lavatory basin, Dover stove and Utensils.

Also  
Piano by Robinson, Piano Co. (good condition), Electric fittings, Boiler, Pot Plants, Stone Roller and one lady's side saddle.  
(Full Particulars from Catalogue).  
On view day of sale.  
Terms—Cash.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, April 16, 1919.

THE Undersigned have received instructions from the CHINESE GOVERNMENT RAIL REVENUE DEPT. to sell by Public Auction,

### **FRIDAY,**

April 25, 1919, at 12 noon, at Yau-mut, Break Water, The Steam Vessel

"KUNG CHING"  
**HULL—Teakwood.**  
Length—125 feet.  
B e a m—18 feet.  
D r a f t—3 feet 6 inches.

**ENGINES:**—Two sets of compound surface condensing engines, with cylinders 11 1/2 in. by 22 in. by 14 in. stroke. Separate condensers.

**BOILER:**—One cylindrical, multi-tubular, marine type boiler. Length 10 feet 6 inches. Diameter 10 feet 0 in.

Working pressure 130 lbs. per square inch.  
Inspecting orders and further particulars may be had from the undersigned.

A launch will leave Blak Pier at 11.30 a.m. day of sale to convey intending purchasers.  
Terms—Cash.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, April 16, 1919.

THE Undersigned have received instructions to sell by Public Auction, (For Account of the Concerned),

### **SATURDAY,**

April 26, 1919, at 12 o'clock noon, at their Sales Rooms, No. 8, Des Vaux Road, Corner of "Ice House Street."

**Four Fox Terrier Pups.**  
(About six weeks old).  
Terms—Cash.

**HUGHES & HOUGH,**  
Auctioneers.  
Hongkong, April 17, 1919.

THE Undersigned have received instructions to sell

at their Sales Rooms, No. 8, Des Vaux Road, Corner of "Ice House Street."

**One complete set Engines and Boiler in good working order.**

**DESCRIPTION:**  
Set of Compound Engines, 16 x 33, by 24 stroke.

Boiler, 12 x 10 1/2, working pressure 120 lbs. on vertical survey.

To be sold in one lot, together with Engine Seat, Shaft and Propeller and all piping, &c., connected with the above mentioned Engines and Boiler.

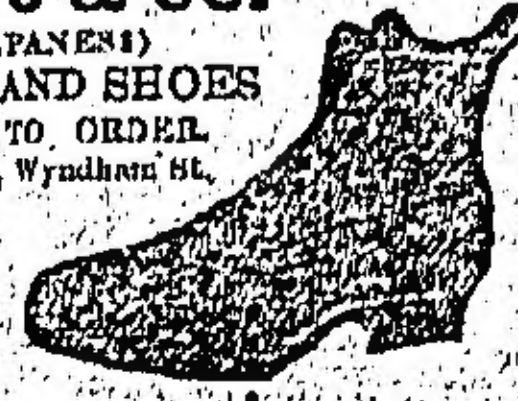
Also  
Anchors and Chains, Wooden Mast, and  
2 Navigating Compasses.

At present stored at Kwong Tung Cheong's wharfyard.  
Inspecting orders and further particulars may be had from the undersigned.

Terms—Cash.  
**HUGHES & HOUGH,**  
Auctioneers.  
February 21, 1919.

### **TAIYO & CO.**

(JAPANESE)  
BOOTS AND SHOES  
MADE TO ORDER.  
20, 22, Wyndham St.



## **INTIMATIONS.**

### **LUSITANO RECREATION CLUB.**

#### **TWELFTH ATHLETIC MEETING.**

**PATRONS:**

H. E. The Officer Administering the Government, H. E. Vice-Admiral Tudor, Commander-in-Chief, China Station, H. E. Major General F. Ventris, Commodore Garner, His Lordship Bishop D. Pozzo, Hon. Mr. W. Chatham, C.M.G., Consul E.V.M.R. Souza.

The Committee has much pleasure in inviting the Ladies and Gentlemen of the Colony to their Sports at the Race Course (by kind permission of the Hongkong Jockey Club) on Easter Monday, the 31st April commencing at 1.30 p.m.

There will be two open events—220 yds. Championship open to all Bona Fide Amateurs in the Colony under the Rules of A.A.A.—\$1.

One mile Relay Race, open to unit of 4, \$2.00 per unit.  
By kind permission of the Officers the Band of the 13th Infantry will play during the afternoon.

By Courtesy of the Management there will be special tramcars.

**J. C. BARRETT,**  
Hon. Secretary.  
Hongkong, April 16, 1919.

### **ST. PETER'S CHURCH.** WEST POINT, HONGKONG.

The above CHURCH will be open after repairs on

#### **EASTER SUNDAY.**

**SERVICES—8 A.M.**  
**HOLY COMMUNION.**  
**11 A.M. MORNING PRAYER.**  
**HOLY COMMUNION**  
and **SERMON.**

### **ST. JOHN'S CATHEDRAL.** HONGKONG.

**EASTER SUNDAY**  
AT 3 P.M.  
**SPECIAL SERVICE**  
FOR  
**YOUNG PEOPLE.**

### **PUBLIC AUCTION.**

By Order of the Mortgagee of  
**VALUABLE LEASEHOLD PROPERTY**  
Situate at  
VICTORIA, IN THE COLONY OF HONGKONG.

**TO BE SOLD**  
ON  
**MONDAY,**

The 28th day of April, 1919,  
at 3 o'clock afternoon  
in Three Lots

BY  
MR. GEO. P. LAMMERT, Auctioneer,  
at his Sales Rooms, Duddell Street.

### **THE PROPERTY CONSISTS OF:**

Lot 1.—All that piece or parcel of ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as R. P. of Sec. R of Island Lot No. 757 together with the messuages and buildings thereon known as No. 18 "Hing Hon" Road held for the residue of a term of 999 years from the 7th day of January, 1862. Area 2,768 5/8 square feet or thereabouts. Proportion of Crown Rent \$12.61.

Lot 2.—All That piece or parcel of ground situate at Victoria aforesaid and registered in the Land Office as Subsection 9 of Sec. R. of Island Lot No. 757 together with the messuages and buildings thereon known as No. 19 "Hing Hon" Road held for the residue of a term of 999 years from the 7th day of January, 1862. Area 2,271 1/2 square feet or thereabouts. Proportion of Crown Rent \$10.25.

Lot 3.—All that piece or parcel of ground situate at Victoria aforesaid and registered in the Land Office as Subsection 8 of Sec. R. of Island Lot No. 757 together with the messuages and buildings thereon known as No. 20 "Hing Hon" Road held for the residue of a term of 999 years from the 7th day of January, 1862. Area 2,271 1/2 square feet or thereabouts. Proportion of Crown Rent \$10.25.

For further particulars and conditions of sale apply to—

**LO AND LO**  
Alexandra Building,  
Solicitors for the Mortgagees  
or to  
MR. GEO. P. LAMMERT, Auctioneer,  
Duddell Street.  
Hongkong, April 16, 1919.

## **INTIMATIONS.**

### **FIRE INSURANCE ASSOCIATION OF HONGKONG.**

#### **EASTER HOLIDAYS.**

NOTICE IS HEREBY GIVEN that all FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on FRIDAY, SATURDAY, and MONDAY, the 18th, 19th and 21st instant.  
By Order,  
**A. R. LOWE,**  
Secretary.  
Hongkong, April 17, 1919.

### **MARINE INSURANCE ASSOCIATION OF HONGKONG.**

#### **EASTER HOLIDAYS.**

NOTICE IS HEREBY GIVEN that all MARINE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on FRIDAY, SATURDAY and MONDAY, the 18th, 19th and 21st instant.

By Order,  
**LOWE, BINGHAM & MATTHEWS,**  
Secretaries.  
Hongkong, April 17, 1919.

### **HONGKONG TRAMWAY CO., LTD.** (Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that the ORDINARY GENERAL MEETING of the HONGKONG TRAMWAY COMPANY, LIMITED, will be held at the Office of Messrs. JARDINE, MATHESON & COMPANY, LIMITED, Pedder Street, Hongkong, on WEDNESDAY, the 23rd day of April, 1919, at 12 o'clock noon, to transact the ordinary business of the Company.

By Order of the Board,  
**W. E. ROBERTS,**  
Secretary.  
Hongkong, 7th February, 1919.

### **UNION INSURANCE SOCIETY OF CANTON, LIMITED.**

#### **NOTICE TO SHAREHOLDERS.**

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from the 19th April to the 25th April, both days inclusive.  
By Order of the Board,  
**C. MONTAGUE EDE,**  
General Manager.  
Hongkong, April 11, 1919.

### **BRITISH TRADERS' INSURANCE COMPANY, LIMITED.**

#### **NOTICE TO SHAREHOLDERS.**

NOTICE IS HEREBY GIVEN that the TRANSFER BOOKS of the Company will be CLOSED from the 19th April to the 25th April, both days inclusive.  
By Order of the Board,  
**C. MONTAGUE EDE,**  
General Manager.  
Hongkong, April 11, 1919.

### **NOTICE.**

THE Undersigned will not be responsible for any debts contracted by any member of the crews of the—  
S.S. "ADMIRAL MAYO,"  
S.S. "ADMIRAL GOODRICH,"  
S.S. "ADMIRAL WAINWRIGHT."  
**PACIFIC STEAMSHIP CO.**  
Hongkong, April 12, 1919.

### **G. R.**

#### **NOTICE.**

ALL PERSONS with the exception of those of Chinese race desiring to leave the Colony should apply in person between the hours of 9 A.M. to 1 P.M. and 2 P.M. to 4 P.M. daily at the PASS OFFICE, Post Office Building.  
Applicants will be required to produce valid Registration papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.  
The Penalty for non compliance is a fine not exceeding \$50.

### **CRICKET**

#### **SCORING**

#### **BOOKS**

CAN BE OBTAINED

AT

**BREWER'S**  
Price \$2.

## **WANT** **ADVERTISEMENTS**

25 WORDS 3 INSERTIONS.  
\$1. PREPAID.  
Every additional 5 words 2 Cents.

### **WANTED.**

WANTED.—A Reliable and Experienced CHIEF OFFICER for a British vessel trading to Hongkong. Good record essential. Also a SECOND ENGINEER for the same steamer. Apply in writing stating previous record and experience care of Post Office Box No. 213.

### **TO LET.**

TO LET.—No. 109 The Peak, 6 ROOMED HOUSE at the Peak. Apply to PRACY SMITH, SEYM & FLEMING.

### **TO LET.**

TO LET.—DERRINGTON No. 8 Peak Road, Furnished, from 1st June, 8 Rooms and 2 Tennis Courts. Apply to LINSTAD & DAVIS.

### **TO LET.**

A FLAT in Nathan Road, Kowloon. Apply to—  
**HUMPHREYS ESTATE & FINANCE CO., LTD.**  
Alexandra Buildings.  
Hongkong, March 12, 1919.

### **TO LET.**

New Houses in Nathan Road, Kowloon.  
No. 10  
Ground and First Floors  
No. 12  
Ground, First & Second Floors  
No. 14  
Ground and First Floors  
No. 16  
Ground Floor.

### **New Houses in Mody Road, Kowloon.**

No. 2  
First Floor and the  
Ground Floor in  
Nos. 4, 10 & 12.  
Light and Airy, Electric Light & Bell installation, excellent sanitary fittings and arrangements including Water Closet, Enamelled Baths (European Style).  
Terms moderate.  
Apply to—  
**LAI HIN MAN,**  
Manager.  
Tong Wa Building Agency,  
No. 43a Queen's Road East, Hongkong  
or  
No. 10 Nathan Road, Kowloon.

### **TO LET.**

TO BE LET.—On Lease, Furnished, for six months, Victoria, B.C. High class, modern, stone built residence; has six bedrooms, drawing and dining rooms, library, two kitchens and pantry, etc., two bathrooms and toilets, extra cloakroom and lavatory for gentlemen, hot water heated. About six acres of pleasure and kitchen garden, conservatory and green house, lawn tennis ground, plenty of shade trees, fine sea view, close to golf links. Garage and well built summer house with open fireplace. Very suitable for a school or play room. Electric lighting and gas machine: city water laid on and sewerage. In all, one of the most complete and beautiful residences ever put on the market in the west. The grounds could not be duplicated without many years of hard work and large expense. Rent \$200 a month. Gardener extra. Apply to the ROYAL TRUST COMPANY, VICTORIA, B.C.

### **MASSAGE HALL.**

**MRS. T. SUGITA**  
&  
**MRS. HALU**  
4 Wyndham Street,  
Hongkong.

### **MRS. ASA IMASAWA.**

**JAPANESE MASSAGE.**  
Room No. 5, First Floor,  
No. 38 Queen's Road Central,  
Hongkong.

### **MARTIN'S**

**APIOL & STEEL**  
**NEW PAIN PILLS**

A French Remedy for all Rheumatism, Neuralgia, Sciatica, Headache, Migraine, Toothache, Stomachache, Backache, and all other forms of Pain. It is the only remedy that gives instant relief. It is a powerful, yet safe, and reliable remedy. It is sold in all the leading Pharmacies and Chemists. It is also sold by the Proprietor, MARTIN'S, 10, Queen's Road Central, Hongkong.

### **MARTIN'S**

**APIOL & STEEL**  
**NEW PAIN PILLS**

A French Remedy for all Rheumatism, Neuralgia, Sciatica, Headache, Migraine, Toothache, Stomachache, Backache, and all other forms of Pain. It is the only remedy that gives instant relief. It is a powerful, yet safe, and reliable remedy. It is sold in all the leading Pharmacies and Chemists. It is also sold by the Proprietor, MARTIN'S, 10, Queen's Road Central, Hongkong.

### **MARTIN'S**

**APIOL & STEEL**  
**NEW PAIN PILLS**

A French Remedy for all Rheumatism, Neuralgia, Sciatica, Headache, Migraine, Toothache, Stomachache, Backache, and all other forms of Pain. It is the only remedy that gives instant relief. It is a powerful, yet safe, and reliable remedy. It is sold in all the leading Pharmacies and Chemists. It is also sold by the Proprietor, MARTIN'S, 10, Queen's Road Central, Hongkong.

### **HIMROD'S**

**Gives Instant Relief.**  
No matter what your respiratory organs may be suffering from—  
**ASTHMA, BRONCHITIS, CATARRH, or ORDINARY COUGH.**  
—you will find in this famous remedy a "restorative power" that is simply magical.  
FACED BY  
Sold in the U.S. by  
Sole Importers  
HONGKONG  
CURE FOR ASTHMA

**NOTICES.**

**THE MOTOR UNION INSURANCE CO., LTD.**  
(Incorporated in England.)  
Being Agents for the above COMPANY, we are prepared to issue POLICIES against FIRE, MARINE LIFE, and MOTOR ACCIDENTS at current rates.  
For further particulars, please apply to—  
**UNION TRADING COMPANY,**  
Prince's Building.  
General Agents.

**CARS on HIRE**

Experienced Chauffeurs and Expert Mechanics.

A Large Number of New and Comfortable Cars Always in Readiness.

Phone 977 & 2539

**MERCURY GARAGE CO.,**  
53-61, Des Vaux Road Central.

Arrangements for Special Occasions

**GREEN ISLAND CEMENT CO., LD.**

**PORTLAND CEMENT.**

In Casks of 375 lbs. net.  
In Bags of 250 lbs. net.

**SHEWAN, TOMES & CO.**  
GENERAL MANAGERS

**PIANOS, ORGANS, MUSIC, &c., &c.**

WE INVITE INTENDING PURCHASERS TO INSPECT OUR SHOWROOM WITHOUT IMPORTUNITY TO PURCHASE.

**JAMES LAU & CO.**  
26, WYNDHAM STREET.

**THE HONGKONG SCHOOL OF MOTORING.**

Applications are now being accepted.

The School has accommodation for 200 pupils.

Courses for Mechanics and driving.

Special facilities will be offered to persons desirous of becoming Chauffeurs and not having the means to pay for their course.

Works and school, Shaubikwan.

Office, 4 Queen's Road Central.

**PRIMO**

Points of view may differ on the right course to take in wiggly way

When it comes to discussing beverages, however, there are no two opinions. All agree that PRIMO is the right Beer to drink.

Stocked by all Wine and Spirit Merchants.

**H. RUTTONJEE & SON,**  
19, Queen's Road Central.

**BEER**



# WATSON'S DRY GINGER-ALE.

FRAGRANT, AROMATIC, DRY.

Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.

Pints \$1.20 Per Dozen.  
Splits 70 Cts. " "

A. S. WATSON &amp; CO., LTD.,

AERATED WATER MANUFACTURERS.

Telephone No. 438.

# Powell Ltd

TELEPHONE 346

Just Received.  
SPLENDID SELECTION  
OF  
SMART and SEMI-TRIMMED  
STRAW  
AND  
DAINTY LACE and MUSLIN  
HATS.  
"AMERICAN LADY"  
CORSETS.  
SEVERAL MODELS IN ALL SIZES.

## The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, SATURDAY, APRIL 19, 1919.

### GOOD FRIDAY MEDITATIONS.

Good Friday might have some educational value were we not all so preoccupied with "the pursuit of happiness" on selfish lines.

Happiness that is pursued is never captured. This psychological fact was perhaps unknown to the eloquent composer of the American Declaration of 1776. Happiness is a by-product of altruism; it is never a reward of self-seeking. It is a love child.

Good Friday is observed by some people because it is the anniversary of an action which (as they believe) "compounded a felony" and relieved them, personally, of a serious responsibility. There is to be no theological argument in this article, so their belief will not be discussed. They will hardly object to the proposition in the next sentence. This anniversary were better known as "Love Day," and used less for sport than for what commercial men would call stock-taking. Men seem to like anniversaries, yet ignore their purpose. The original idea of anniversaries must have been "for a helpful remembrance." Formality kills. Consider "New Year resolutions."

It was noted by the hopeful that the first draft of the League of Nations covenant was published on Feb. 14, St. Valentine's Day. The second came out a little before "Love Day," which would have been appropriate. But it doesn't matter. Without cynicism, it must be said that this document is not universally hailed as a Love Letter. Everywhere the respectable seem to regard it as Utopian, which in their mouths means impractical and silly. So (to them) is the love we are thinking about. Robert Burns was not respectable, and he was a Utopian, when he sang of his hope for a time when "Man to man the world o'er shall brothers be."

Strange are the ways of man. Puck's view of them is irresistibly tempting at times. They are mortal fools. They are mortal, and yet foolishly deny it. Immortality seems somehow to lessen the guilt of killing.

The general attitude of the respectable towards the League of Nations, the Hague Tribunal, and all such Good Friday schemes, to "secure civilization is amazing—simply amazing to a thoughtful remnant. It is amazing because they profess at the same time to consider civilization

respectable. They profess even to be civilized. They prate of a mission to civilize the world, these respectables, these unconscious cynics, these innate barbarians.

Have words for them no meanings? What is civilization? The respectable answer that it is their social standards. They, who believe in "four feels to one," in conscription, and who glory in their practical-minded disbelief in such dreams as Leagues to End War.

Have you ever thought that the word "civilization" is short for "civilizationization"? That is true. That is what the word originally meant. At first all men were soldiers. In time they saw that militarism was barbarous. Oppressed by militarism, they set up an ideal of civil power, of authority vested in civilians. Parliament was to "boss" the army, to put it in its place; never to be a mere tool of militarism. That used to be a strong point made by British parliamentarians. It has become a formality.

That is what civilization is. Let us now ask where it is. On Good Friday 1919 where was it? A hundred thousand million echoes, reverberating from planet to planet and from star to star, like some vast spasm of cosmic cackling, answers "Where, Where, Where, Where."

It is not in our Empire. It is not in France, America, Japan, China. It is not in Europe, Asia, or Africa. It is not (where it should be) in YOUR HEARTS.

The telegrams this Good Friday are heart-rending. Once there must have been something like it, something approaching it, in China. One supposes that the touching faith of the Chinese in the virtue of Public Opinion, and their traditional scorn of soldiery and soldiering, must have been based on something. At least they must have had "civilization" in their hearts some time, when "civilian" methods were respectable, and "barbarous" appeals to force were not.

Today China is a militaristic people. Civil war and military power rules the Republic. If we may judge by their popular "Three Kingdoms Novel," similar conditions ruled five centuries ago. Its commentators, Chin Sheng-tan, had more admiration for warlike deeds than for "turning the other cheek" and in patience and love awaiting the turning of the mills of the gods. Yet he was shrewd enough to know that the "despised and rejected of man," the minorities whose days are continuous Good Fridays, may have the truth. "If," he wrote in his introduction, "he happens to be out of the common (unconventional) they are always finding fault with him; but if he is like themselves, they appreciate him."

A dead Englishman says that the man who looks at the world with the

terrible eyes of his first innocence can never see an unequal law as anything but an iniquity, or government divorced from the general will as anything but usurpation.

If the "general will" be "uncivilized," militaristic, barbarous, then what?

It was the "general will" which gave us Good Friday. It was the "formalizing" of Good Friday by the Church, and the sycophantic deference of the Church to the "general will" which made the previous three or four Good Fridays a mockery and a byword. Good Friday is the anniversary of the death of a Great Civilian, of a Man who saw Civilization, and taught it and worked for it and died for it.

Compare this Prophet of "Civilization" with a Prophet of Barbarism whose so different teachings are just now causing anxiety in Egypt. Neither man nor woman, lord nor servant, old age nor infancy, spare none, but slay; spill their blood on the ground; let the infidels perish utterly from the earth, saith Allah. That is the sort of thing read at the outset of a "Holy War," a Jihad.

Compare also the impetuous Psalms, which a long series of Good Fridays has not helped men to see as Uncivilized literature. There is no such thing as a Holy War—not to those who take the message of Good Friday seriously.

But—we can anticipate the critic's answer—this is all very plausible, but to what purpose? It is ingenious and original, especially the play on the word Civilian, and perhaps it shows us Respectables to be living in a state of error. Granting you all this, what do you want us to do. Where is your constructive criticism?

That demand for constructive criticism, for an alternative policy, is a shrewd device of polemics. It seems so reasonable, so fair and just and right. It has stopped many a useful discussion, helped to stiffen superstition and perpetuate error, and thwarted mental and moral uplift. The moral teacher need not provide a programme of conduct. There is no "thou shalt" in the decalogue. It is sufficient if he furnish a faith, if he establish a state of mind. He hands you a mental telescope or microscope. It is for you to look, to see, and afterwards behave as you must. Once let beliefs be clarified, purged of cant, held with sincerity and strength, right conduct may be left to follow of itself.

But whatever the anniversary, be it Good Friday, Prime Day, Christmas, or the Fifth of November, if it mean for you only golf and thoughtlessness, Auction Bridge and ignorance, how can you grow?

Without growth there must be stagnancy. To-day, with civilization trying to compound with its creditors, you should all be helping, instead of jeering.

### LOCAL AND GENERAL.

The concert by the Cherniavsky Trio, advertised for tonight at the City Hall has been cancelled.

The clock on all the Chinese Telegraph Administration Stations, and on the Company's Stations in China except Hongkong, has been advanced one hour to-day.

The Admiral Line's Steamer Senator has been delayed at Singapore owing to a breakdown of plant. Her date of departure from Hongkong has been altered to April 23.

A Sale of work will be held at the Helena May Institute on Wednesday next (St. George's Day) April 23rd. In aid of Dr. Barnardos Homes. Tea will be served at 50 cents each.

The "Quarterly Returns of Trade," issued by the Inspector General of Chinese Customs, are to hand in the familiar yellow covers. The period dealt with is the last quarter of 1918.

Among the local residents leaving by the China on Tuesday, is Mr. A. D. Gee, Manager of the Steam Laundry Company. He is going to England and will combine business with his holiday.

A Chinese girl, seven years of age was removed to the Government Civil Hospital yesterday suffering from injuries to her right foot, received through being run over by a loaded truck in Wing Lok Street.

The Yellow Dragon (Queen's College magazine) for April is an interesting number. As frontpiece it gives a coloured diagram of the disposition of the "Grand Fleet" escorting the German fleet into the Firth of Forth.

Two local men who left the Colony on May 18 last year to join up, are already demobilized and enjoying a holiday before returning to the Colony. They are Messrs. Ralston and Fletcher, two of the masters of Queen's College.

A Shanghai paper says that two Shanghai German butchers who were deported have died en route to Holland. One, named Futterer, died on the voyage between Shanghai and Hongkong. The other, Newman, has since died of pneumonia following influenza. Both deaths occurred on the Altair.

## SPECIAL CABLES.

[China Mail Special.]

### DEATH OF CAPTAIN BRYSON.

SINGAPORE, April 17.

Capt. Bryson, who met with a serious accident while diving in shallow water in the Harbour, died yesterday.

### RETIREMENT OF HON. F. M. ELLIOT.

SINGAPORE, April 17.

The Hon. Mr. Frederick M. Elliot, member of the Legislative Council, Right Worthy Grand District Master of the District Grand Chapter of the Eastern Archipelago, is retiring, and will leave for Home shortly.

### SIR JOHN BUCKNELL.

SINGAPORE, April 17.

Sir John Bucknell, Chief Justice of the Straits Settlements, formerly Attorney-General of Hongkong, is leaving for Home shortly. It is probable that he will not return.

## A FATAL ACCIDENT.

### GIRL KILLED BY TRUCK.

At the Magistracy on Thursday, after this paper had gone to press, before Mr. R. E. Lindell, in his capacity as Coroner, the jury returned a verdict of accidental death, in the case of an inquest held to investigate the circumstances surrounding the death of a Chinese girl aged seven, who met her death by being run over by a truck in Tai Kok Tsui.

The jury empanelled were—Messrs. R. F. Atwell, D. Nicol and H. B. Ritter.

The evidence disclosed that deceased was crossing a bamboo bridge over a creek, near Taiipo, with her mother, when the latter was knocked down by one of four trucks crossing the bridge at full speed. The deceased was subsequently run over and killed outright. Her mother recovered.

The question for the jury's decision was whether there was any culpable negligence on the part of those in charge of the trucks.

## LAWN TENNIS.

### H. K. C. C. TOURNAMENTS.

In the Mixed Handicap Doubles on Thursday, Mr. C. Thorne and Mrs. Dreaper (sec 3/8) defeated Mr. F. A. Redmond and Mrs. Maidland (scratch) 6-3, 6-4. Receiving 15 every other game gave Thorne and his partner a big advantage. Thorne played remarkably steady tennis at the net, and with Mrs. Dreaper every now and then sending one over that was not returnable, the receivers won by two straight sets. Redmond and his partner disappointed not a few by failing to qualify for the final.

Mr. Thorne and Mrs. Dreaper will now meet the winners of A. D. Humphreys and Mrs. Armstrong versus A. Morse and Mrs. Black in the final.

## GOOD FRIDAY.

### AT THE ROMAN CATHOLIC CATHEDRAL.

The religious ceremonies in connection with Good Friday at the Cathedral of Immaculate Conception, began on Thursday when the Blessed Sacrament was exposed throughout the day and night. On Friday morning, the Host was enclosed in a tomb and all the statues and paintings were covered with black cloth as a token of mourning. In the evening, the *tenebrae* was sung, after which the *via crucis*, the Rev. Fr. Augustine Plazack preaching from the pulpit after each station.

This morning the Alleluia Mass was said by the Lord Bishop Pozzoni, assisted by three priests.

## GOVERNMENT GAZETTE.

### ITEMS.

His Excellency the Officer Administering the Government has been pleased to appoint Mr. Alan Certon Brown to be a Lieutenant in Command of the Cadet Company, Hongkong Defence Corps, with effect from the 12th April, 1919, vice 2nd Lieutenant J. E. W. Beard resigned his Commission dated March 1, 1919.

The King's Exequatur empowering Mr. Edilberto Anderson to act as Consul for Peru in Hongkong has received His Majesty's signature.

The Hon. Mr. Edward Dudley Corcoran, Wolfe, is appointed a Director of the Widows and Orphans' Pensions, vice the Honourable Mr. Alexander Macdonald, Thomson retired, with effect from the 9th April, 1919.

The Philippines has been declared an infected port by the Hongkong Government on account of smallpox. Saigon has also been declared infected on account of cholera.

Captain M. W. Buck, who has been doing duty here with the Royal Engineers since the outbreak of war to date, is to be congratulated on his promotion to Major in his regiment, the Tyne Electrical Engineers (Territorial Force). He is to remain seconded from his regiment for duty with the R.E.

## THE CHERNIAVSKY TRIO.

The Cherniavsky Trio gave their second recital at the Theatre Royal on Thursday night and what the audience lacked in numbers—its size was by no means commensurate with the capabilities of the artists—it made up for in enthusiasm. Messrs. Leo Jan, and Mischel Cherniavsky, violinist, pianist and cellist respectively form one of the most important trios that have visited Hongkong for a considerable time past and they fully deserved the warm reception that was accorded them. The *Tema con Variazioni* from Tchaikovsky's trio was maybe a trifle too long, but it is considerably in the artists' favour and a very fair indication of their abilities that throughout they kept the attention of their audience and were greeted with a positive ovation at its close. Of all the programme it can be said it was rapturously received. The rest of the programme was as follows and was made up of individual items.

2. Violoncello Solos—  
(a) Cantabile ..... C. Cui  
(b) Vito ..... Cui  
(c) Papillon ..... Cui

### MISCHEL CHERNIAVSKY.

ACCOMPANIST, JAN CHERNIAVSKY.  
3. Fantasia ..... Bach-Tausig  
(a) Toccata and Fugue in D Minor ..... Bach-Tausig  
(b) Prelude ..... Porter  
(c) Military March ..... Tausig  
4. Violin Concerto, No. 4, Op. 31 ..... Vieuxtemps  
Allegro Andante,  
Adagio Religioso,  
Allegro.

### LEO CHERNIAVSKY.

ACCOMPANIST, JAN CHERNIAVSKY.  
Jan Cherniavsky's pianoforte solos and Leo Cherniavsky's violin solos amply bore out the favourable impression formed of their playing in the trio. Both these artists made individual reputations with their audience and demonstrated the fact that the trio are admirably well balanced in the knowledge of their respective instruments.

They fully justified their enthusiastic reception and are performers who ought not to be missed.

## SUPPOSED SUICIDE.

There have been a number of suicides and attempted suicides among the Chinese of late. In the early hours of April 17, a Chinese lady aged 21, the wife of Mr. Tam Mun, proprietor of the Shun Lung Shop, 79 Bonham Strand, was found hanging in the kitchen of the second floor of the house. The discovery was made by the cook who went into the kitchen and found his mistress dressed in her best clothes, hanging by the neck and with her tongue protruding. This so frightened him that in the alarm he raised downstairs. The cause of the suicide is unknown as husband and wife appeared to be on good terms.

## FOOD GROWING.

### THE GRANTING OF LAND.

We are informed by the Collector of Land Revenue, Kuala Lumpur, says the *Malay Mail*, that the terms on which the Government of Selangor is prepared to grant land for the cultivation of foodstuffs only are as follows:

(a) No rent for five years and thereafter \$1 an acre.

(b) A special condition enforcing forfeiture unless foodstuffs approved by the Residents and nothing else are continuously planted subject to following when desired for not longer than six months.

(c) Provisions of section 86 or section 86 (1) (b) Land Enactment, 1911, to regulate beginning and extent of cultivation subject to (d) above being observed.

(d) No promise to allow and therefore no provision for allowing cultivation of any non-foodstuff products whether after five years or otherwise however. Application after five years for permission to engage in non-foodstuff cultivation to involve therefore—(1) Surrender of the title. (2) An application for the then State land. (3) Consideration by Government of each case on its own merits subject to the world position in regard to foodstuffs.

## PEACE CELEBRATIONS IN MALAYA.

The British Resident of Selangor called a meeting at Kuala Lumpur recently to consider arrangements for peace celebrations.

There was a big committee formed. Among the suggestions recorded were:

A fete on the lines of Singapore's "Our Day" fete.

Illumination of Sydney Lake.

A Thanksgiving service for all nationalities on the Padang.

Such celebrations as would live in the memory of the children.

Special distinction during the celebrations to the returned fighters.

A whole week for the celebrations.

A special day for the children.

No special day for the children.

Not to join in freely with the adults.

Something for the committee to get on with for a start.

## PRESENTATIONS TO DR. FORSYTH.

### AT KWONG WAH HOSPITAL AND KOWLOON CRICKET CLUB.

Dr. Forsyth, who is leaving the Colony for California on Tuesday, is the Hon. Superintendent of the Kwong Wah Hospital, where he was made a presentation on Thursday evening. The presentation took the form of a lovely silver bowl and a pair of vases. These were from the committee of the Tung Wah and Kwong Wah Hospitals. Among those present at the presentation were: Messrs. Ho Kwong, Chan Kai Ming, Ning Chi, Wong Yung Ni, Wong Tong, Chu Ping Lam, Pang Sui Wan, Che Ka Po, Po Tze Tin, Ng Sai Kai, and Lo Tai King (directors of the Tung Wah and Kwong Wah Hospitals), and Drs. B. C. Wong and Thomas.

After the company had partaken of light tea, the Chairman, Mr. Ho Kwong, said: Dr. Forsyth, it is my privilege to ask you, on behalf of the past and present Directors and the members of the Advisory Board of the Tung Wah and Kwong Wah Hospitals, to accept this souvenir as a small token of our deep appreciation of the inestimable services you have rendered to the Kwong Wah Hospital. For the long period of nine years—that is, ever since it was opened in 1910—the Hospital has had the benefit of your professional services, except for short periods when you were absent from the Colony. Though having a large practice of your own, you have contrived to give to the Hospital every day a great deal of your valuable time in order to attend to the poor patients for whom the Hospital was specially instituted. For these services you have received absolutely nothing except the overflowing gratitude of the entire Chinese community, especially of those whose sufferings you have alleviated. We, whose duties bring us into close contact with the Kwong Wah, know what heavy sacrifices you have made in the interests of the poor and with what success your work among them has been attended. We desire to avail ourselves of the occasion of your approaching departure from these shores on a long holiday to give expression, though in an inadequate degree, to our feeling of deep gratitude for your invaluable services to the Hospital. We wish you and Mrs. Forsyth a pleasant voyage, and sincerely hope that your holiday will soon restore you to perfect health. With these few remarks, I ask you to accept these small gifts. (Applause.)

Responding, Dr. Forsyth, who was obviously affected, said: Mr. Ho Kwong and gentlemen, it is particularly difficult for me to make a suitable acknowledgment of such an excellent speech as that which has just been made by Mr. Ho Kwong, and for two reasons: Firstly, I am rather overcome by the occasion, as I have helped to build up this establishment and have taken a very deep interest in it from its very beginning. My good friend, Mr. Chan Kai Ming, the original director of this hospital, was Chairman of the Tung Wah Committee at the time this hospital was instituted. All the various subsequent directors have always treated me with the greatest consideration and helped me in my work as much as possible till recently—I will explain that in a moment or two, not in any sense in a spirit of criticism, but in a spirit of helpfulness for the hospital itself. Secondly, my voice will not allow me to make an adequate reply, and it is out of the question. Mr. Ho Kwong has said very nice things about the work I have done here, but I can assure you all that the work I may have done for the Chinese poor has not been a work of duty but entirely a work of pleasure. In my later years here I have had the great benefit of having a first-class House Surgeon, Dr. B. C. Wong, who has thrown himself into the work in a most hearty manner, so much so, that, although I have not got the record at my fingers' ends, I can assure you that an enormous number of patients are treated in this hospital during the course of the year. You cannot realise the different districts from which the patients come—by districts I mean distances. They come from Canton, from Cheung Chau, and even from places, the localities of which I do not know. The work could not possibly have been carried on in the manner it has been if I had not had such splendid support from Dr. Wong. Mr. Ho Kwong's remarks would make it appear that the success of the hospital was due to my efforts. My efforts, especially in later years, have been more in the nature of supervision rather than actual work, for the simple reason that it was not necessary for me to be present upon Dr. Wong's absolutely depend upon his being here skill and rely upon his being here with the utmost regularity. The success of the hospital is due, as much to him as to me. When I tell you that from 1,800 to 2,500 come to the hospital in a month you will realise the enormous work that is being done. Night and day Dr. Wong is called out, and he has never had a single day's holiday all the time he has been here. The remark I wanted to make for the benefit of the hospital is this, and I trust Mr.

Ho Kwong will take it in the spirit I offer it. I think, without doubt, that there ought to be a second House Surgeon, for the Western treatment. The hospital is getting a big name for mid-wifery, and it is absolutely impossible to expect one man to do duty for seven days and nights a week. I wish you would consider the advisability of getting a second house-surgeon. It would not cost much, and I am perfectly certain that it would be of absolute benefit to the community to have another man. With regard to the presents you have given me, I hardly think I deserved such a handsome return for my services. It is true that I have gained nothing but experience and the pleasure of giving my services to the poor. I certainly never expected to receive anything in the nature of the gifts you have just made to me. With these few remarks I desire to thank the Committee and Advisory Board of the Tung Wah and Kwong Wah Hospitals. (Applause.)

Mr. Wong Tung Kai also added his appreciation, his remarks being spoken in the Chinese language.

Three cheers were given for Dr. Forsyth, after which the company were photographed, Dr. Forsyth being in the centre of the group.

The party afterwards dispersed.

KOWLOON C.C. PRESENTATION.

The Kowloon Cricket Club Room was filled last night when Dr. Forsyth, the Club president was presented with a pearl pin of gold and platinum from the members of the Club. Dr. Forsyth has been President of the Kowloon Cricket Club for the past nine years and owing to a breakdown in health is ordered to California for a holiday to recuperate. There is widespread regret at the cause of Dr. Forsyth leaving.

Mr. R. E. Lindell, vice-president of the Club, addressing the gathering, said: Gentlemen—We have met here to-night to bid farewell, for a time at any rate—and we all earnestly hope that the time will be short—to our genial President, Dr. Forsyth. As you all know, and regret, the Doctor's health has unexpectedly broken down and he has been ordered away to California. I am sure we all feel we could not let him go without showing him some small mark of our esteem and regard. Dr. Forsyth has always taken the keenest interest in all the activities of the Club. He has worthily represented it at every game except, I believe, bowls. But more than that gentlemen, he has for some nine years now been our President, and has helped to guide our destinies with unerring tact and unflinching success. When he took control we were in debt, now our assets exceed our liabilities by \$5,000. (Applause.) I need say no more.

Dr. Forsyth, on behalf of the members I ask you to accept this pin as a token of our regard and affection, and we wish you, a good voyage, a good holiday, a speedy recovery and a speedy return. Our best wishes to you and Mrs. Forsyth. (Applause.)

Dr. Forsyth rose to respond amidst cheering and said he was fighting his little trouble better than he expected. He had always taken keen interest in the Club. Speaking of the track around the cricket ground he said if they could remove that all future inter-provincial matches would be played there. Mr. Dick Hancock had told him it is the only suitable place for the matches. Mr. T. E. Pearce had told him the same. Mr. Lindell has just spoken about his presidency of the Club. All the credit was due to the members of the committee, he had been a mere figurehead. As long as they liked to pull together and not have jealousy among the different sections the Club would go on thriving. He would like to mention some of those who had worked so hard for the Club in the past. These were: Messrs. R. Wolf, R. E. Lindell, L. J. Blackburn, J. P. Robinson, D. J. McKee, D. Neilson, G. Duncan, W. Stewart, A. C. Brown, J. H. Head, C. W. Jeffries, D. Harvey, S. E. Green, Sheriff, and J. Hyde.

Those are the men, continued Dr. Forsyth, who have done so well for the Club. The lovely present was a thing he had wanted for years. He hoped to be back before the end of the next cricket season. In conclusion he wished the Club every success. He was sure the Club would become the finest cricket club in the Colony, if not in the Far East. (Applause.) Once more, many thanks for the very nice present.

Mr. P. K. Wolf then asked the Company to rise and drink to the health of Dr. and Mrs. Forsyth and family. Mr. Wolf paid a glowing tribute to Dr. Forsyth's work for the Club. After toasting the Doctor and singing "He's a jolly good fellow," three lusty cheers and a "tip" were accorded Dr. and Mrs. Forsyth. This concluded the ceremony.

## A PARENT'S DUTY.

YOUR boy is always getting scratched, or cut, or bruised. Because these wounds have healed all right is no sign they will always well. Get a bottle of Chamberlain's Pain Balm and see that every injury is cared for immediately. You can get nothing better, and blood poison is too dangerous a disease to risk. For sale by All Chemists and Storekeepers.



## TO-DAY'S CABLES.

(Route's Service to the China Mail)  
(Continued from Page 1.)

## BRITISH ELECTORS ANGRY.

LONDON, April 12. Mr. Kenworthy, speaking at the Asquith banquet, said the electors were indignant at the delays in Paris, at the Government's treatment of Ireland, and at the inhuman blockade of Germany. They were also opposed to conscription.

## SOUTH AFRICAN GOVERNOR

LONDON, April 14. The Press Bureau announces that at the Imperial Government's request, Viscount Buxton continues as Governor General of South Africa until June next year.

## CHURCHILL SPEECH.

## PATIENCE AND PEACE TERMS.

LONDON, April 11. Speaking at a luncheon at the Aldwych Club, Mr. Churchill in an important speech declared that he shall soon know whether the enemy will accept our terms or whether fresh measures will be necessary on our part. He urged the people not to condemn particular points in the Paris Conference upon fragmentary disclosures but to wait and judge the peace terms as a whole. He pleaded for patience a little longer because our ablest men in Paris were concentrating night and day upon the task of a general settlement. Meanwhile they were entitled to receive the fullest public confidence and sympathy until they presented the whole case. Continuing he said that owing to the problem to be solved it could not be solved to the universal satisfaction.

## NATIONALIST RISING IN EGYPT.

LONDON, April 13. Cairo reports serious rioting during the past three days. The Cairo mob was chiefly attacking Armenians, of whom 38 were killed and 100 injured in the last 48 hours. All Armenians are now under military protection. Collisions between the troops and the mob resulted in numerous casualties amongst the rioters. Twenty-two civilians were killed and 47 sent to hospital. A large proportion of these were due to outrages. Five British soldiers, including two unarmed Indians, were murdered. The mob attacked the troops at Alexandria. The latter fired killing 17 and wounding many. Order was finally restored.

## LONDON, April 14.

Cairo reported on April 12 a *Com-munique* stating that since noon yesterday all was quiet throughout Egypt. A deputation of notable men at Alexandria called on the General Officer Commanding and expressed regret for the incidents of Thursday and appreciation of the patience and forbearance of the troops. Four hundred were arrested at Assiut in connection with recent riots and plundering.

## HONGKONG EXECUTIVE COUNCIL.

## MR. N.J. STABBE APPOINTED.

The Government Gazette notifies that His Majesty the King has been pleased to appoint Mr. Newton John Stabb, O.B.E., to be an Unofficial Member of the Executive Council during the absence from the Colony of Mr. Ernest Hamilton Sharp, K.C., O.B.E., with effect from this date.

## WHAT IS A BOLSHIEV?.

The *N. C. Daily News* had this—Local Chinese officials recently reported to Peking that no Bolsheviki had arrived in Shanghai. Obviously it is impossible to dogmatize in such a manner, especially when people are in doubt as to the proper definition of a Bolsheviki. The letter by our correspondent "Con-servative" so interested an avowed Bolsheviki at present residing in Shanghai that he paid us a call yesterday morning and endeavored to enlighten us to the true meaning of Bolshevism. Briefly put, his conception of a Bolsheviki is a person who has determined to overthrow the present order of things, believing that something better will be gained for the community as a whole and the "under dog" in particular. Of course, if we adopt this as a definition of a Bolsheviki, it is impossible to say that any community does not include Bolsheviki, for there is no question that everywhere movements are on foot to upset systems of administration and social life. Our caller went so far as to insist that the end justifies the means, and to prophesy that unless the ruling classes in other countries put to practical effect the lessons he alleges are taught by the struggle in Russia, we shall soon have a condition of chaos throughout the civilized world.

## "THE CRUCIFIXION."

## ORGAN RECITAL AT ST. JOHN'S CATHEDRAL.

The Cathedral was completely filled last night (Good Friday) to hear the organ recital "The Crucifixion" by J. Stainer. While the Cathedral was filling Mr. J. W. White was at the organ and played four pieces. "The Crucifixion" is a well-known work, not particularly difficult, but intensely devotional in character. Consequently it requires long and careful rehearsal. It is written for two solo voices (tenor and bass) and chorus, and is interspersed with hymns to be sung by the congregation.

The two principal soloists, Mr. G. Bewley Bird and Mr. A. E. Paine, rendered their numbers very effectively. Both possess excellent voices and very suitable to their particular parts. The singing of Mr. Paine was splendid and received the unanimous approval of the congregation. Mr. Claud Severn assisted with some of the more solo which he rendered very effectively. The duet "So thou livest" by Messrs. Davis and Jones were exceedingly well and very favourably commented on. The pianissimo passage at the end was particularly good.

Perhaps the most beautiful item of the "Crucifixion" is the famous quartet "God so loved the World." This was very pleasingly sung by a reduced chorus consisting of eight voices (Miss Otto Kong Sing, Miss L. White, Mrs. Gokins, Mr. G. Davis, Mr. J. E. Hume, Mr. A. E. Paine, Mr. H. J. E. Jones, and Mr. S. Rollett). This was afterwards repeated by the whole choir and was very effective. Much attention had been given to the expression and the result was an almost perfect rendering of the piece. The "attack" was a rule firm, and in "Fling wide the gates" and "From the throne of the Cross" the volume of sound was quite surprising for so small a chorus.

This quartet also sang an occasional verse of a hymn, while certain verses were rendered by trebles only and others were taken by solos. This was pleasing and effective. An extra item, a duet "Love divine, all loves exalting" by Miss L. White and Mr. A. E. Paine, evoked general admiration. Many considered it the piece of the evening's recital.

The whole work was carried out in such a way as to command the attention and approval of all. It reflects great credit on Mr. J. W. White in particular, and the singers generally. Mr. White presided at the organ and was responsible for the production of the work. Practices have been carried out under rather adverse circumstances, a number of reasons preventing regular attendance at rehearsals. This of course adds to the praise due to Mr. White for the very successful production last night.

A collection was made on behalf of the Cathedral Organ Fund. The following is the programme and other particulars:

Funeral March, W. Faulkes; Seraphs' Strain, W. Wolstenholme; Requiem Aeternam, Basil Harwood; Choral Prelude on "O Come and Mourn with me," C. H. H. Purry. At 9.15 p.m. "The Crucifixion."

1.—Recitative: "And they came to a place called Gethsemane," H. E. Mr. Claud Severn, C.M.G.

2.—Solo, "Could ye not watch with me," Mr. C. Bewley Bird.

Chorus: "Jesus, Lord Jesus, bowed in bitter anguish." Recitatives: "And they laid their hands," Messrs. A. E. Paine, C. Bewley Bird and H. E. Jones.

3.—Processional March and Chorus: "Fling wide the gates," H. E. Mr. Claud Severn.

4.—Recitative, "And when they were come," Mr. C. Bewley Bird.

5.—Hymn, "Cross of Jesus," Soloist: Mrs. C. M. Hume, Johnston.

6.—Recitative, "He made Himself," Mr. C. Bewley Bird.

7.—Solo, "King ever glorious," Mr. A. E. Paine.

8.—Recitative, "And as Moses," Mr. C. Bewley Bird.

9.—Semi-Chorus and Chorus, "God so loved the world."

10.—Duet, "Love divine, all loves exalting," Miss L. White and Mr. A. E. Paine.

11.—Hymn, "Holy Jesus, by thy Passion," Soloist: Mrs. Otto Kong Sing.

12.—Recitative and Chorus, "Then said Jesus," H. E. Mr. Claud Severn.

13.—Duet, "So thou livest thy divine petition," Messrs. G. Davis and H. J. E. Jones.

14.—Hymn, "Jesus, the Crucified."

15.—Recitatives and Chorus, "And one of his Malefactors," Messrs. C. Bewley Bird, E. Hume and H. J. E. Jones.

16.—Hymn, "I adore Thee," Soloist: Miss L. White.

17.—Recitatives and Chorus, "When Jesus therefore saw His Mother," Messrs. A. E. Paine and H. J. E. Jones.

18.—Recitative, "Is it nothing to you?" Mr. C. Bewley Bird.

19.—Chorus, "From the Throne of His Cross."

20.—Recitatives and Chorus, "After this," H. E. Mr. Claud Severn.

## MAGISTRACY.

## [MR. LINDSELL'S COURT.]

## LARCENY FROM KOWLOON GODOWN.

On an application from Mr. Hall, of Messrs. Lo and Lo, who prosecuted three Chinese charged with the larceny of 7 packages of saltpetre, valued at \$500 from the Kowloon Godown, Mr. Lindsell this morning, remanded further hearing until Tuesday. Inspector Gordon informed his Worship that the C. S. P. might want to have defendants committed for trial.

## OPIUM.

A Chinese woman was fined \$400 or 3 months imprisonment for illicit possession of 3½ taels of non-Government opium valued at \$42.

Two other women were fined \$1,000 each, or in default six months imprisonment, for a similar offence.

In all three cases the opium was confiscated.

## LARCENY.

A Chinese pleaded guilty when charged with the theft of a brass clock and nails valued at \$10.50 from the Hungshing Dockyard at Kowloon. Four weeks imprisonment was the sentence.

## UNLUCKY THIRTEEN.

\$1,000 was the fine imposed on a Chinese who was arrested on the Kowloon-Canton Railway station, with 13 taels of opium concealed round his leg.

## REVOLVER AND AMMUNITION.

A Chinese was sent to six months' rigorous imprisonment for being in possession of a revolver loaded with three rounds of ammunition. Prisoner offered the excuse that another man had given him the revolver promising to pay him \$2 for retaining it, with instructions to tell anyone who might enquire, that it was the prisoner's.

## ONCE TAKEN, TWICE SHY.

Your old tricks again. Three months was Mr. Lindsell's remark to an elderly banisher, who had returned before his term expired. Defendant assumed an aspect of innocence when charged with attempting to steal a compatriot's anchor at Shaikwan.

## A CHINESE BATH.

"My folks had to work till midnight and had to take their baths before going home," hazarded the master of a laundry shop when charged with keeping his shop open long after the closing hour.

A Sanitary Board Inspector informed his Worship that when he went to the place prisoner and four others were smoking opium.

Mr. Lindsell to defendant: "That is what you call having a bath, eh? \$10 or 14 days."

## WHEN THE ADMIRAL WAS LATE.

At a complimentary dinner Admiral Sims told a story to illustrate the pomposity of naval officers of high rank. A naval captain was once commencing service in the chapel, when the Admiral was a little late. "The Lord is in His Holy Temple: Let all the earth rejoice," said the chaplain. Whereupon the Admiral stamped down the aisle shouting: "I'll let you know, young sir, that the Lord is not in His Holy Temple until I get into my pew."

20.—Hymn, "After Jesus," Hymn 108 will then be sung.

During the singing of the Hymn a collection will be made in aid of the Cathedral Organ Fund. It is hoped that the congregation will contribute liberally in order that the fine instrument may be freed from debt.

THE BLESSING. SEVENHOLD AMEN.

The following comprise the chorus:

Mr. H. Bunje, Mr. W. T. Edwards, Mr. C. M. Johnston, Mrs. O. Kong Sing, Mrs. F. A. W. Winfield, Mrs. Young, Miss Mackintosh, Mrs. C. Miller, Mrs. G. L. Platt, Mrs. C. C. Stark, Mrs. W. Winfield, Mrs. Young, Miss Gages, Miss Elliott, Miss Goggin, Miss Geddall, Miss Griffin, Miss L. Faines, Miss Holloway, Miss Jack, Miss B. Jennings, Miss L. Linco, Miss D. May, Miss B. Mitchell, Miss Morris, Miss B. Mow Fung, Miss L. Neave, Miss Peterson, Miss J. Reiger, Miss F. Boxer, Miss Sells, Miss Stubbings, Miss Tregillies.

\*Miss L. White, Master Brown, Master Holloway, Master Martin, Master Offord, Master Phillips, Master Rollett, Master Smith, Master Trieman, Master Winfield, Master Young, \*Mrs. Goldsmith, Mrs. Geddall, Mrs. C. Hickling, Mrs. W. Lyle, Mrs. Stubbings, Miss Roberts, H. E. Mr. Claud Severn, C.M.G.

\*Mr. G. Davis, Mr. H. H. George, Mr. D. M. Goodall, Mr. T. H. Hitt, \*Mr. J. E. Hume, Mr. B. H. Jones, Mr. G. E. Longyear, Mr. A. W. Matthews, \*Mr. A. E. Paine, Mr. Pearce, Mr. G. L. Platt, Mr. V. Stannard, Mr. P. Schneepel, Mr. W. Winfield, Mr. C. Bewley Bird, Lieut. J. Bryant, R.E., Mr. E. T. Credner, Mr. W. H. Edmonds, Mr. H. E. Goldsmith, Mr. B. Hume, Mr. G. H. Haskett, \*Mr. S. Paul, Mr. G. H. Piercy, \*Mr. S. Rollett, Mr. Hazel Smith, Rev. C. B. Shann, Mr. F. Wain.

\*Semi-chorus.

Organ: Mr. J. W. White.

## HONGKONG DEFENCE CORPS.

Members of the Corps are reminded that the presentation referred to in Circular dated 12th April 1919 will be made at Headquarters at 5.30 p.m. on Tuesday, 22nd inst. G. B. STEWART, Captain, Adjutant, H.K. Defence Corps, Hongkong, 19th April, 1919.

## JELICOE'S BOOK.

"Naval policy," says Lord Jellicoe in his preface, "is pursued in peace conditions under inevitable disadvantages in a democratic country, because there are many claims on the Exchequer." True, no doubt; but he must be thinking, I imagine, more of the difficulty of inducing Ministers to ask for money than of inducing Parliament or the country to give it.

In the face of the vast growths of naval expenditure in the first fourteen years of this century, not to go back further—it does not lie in the mouth of anyone in authority to suggest that money could not be obtained when the necessity for expenditure was adequately demonstrated. If no such demonstration was attempted—as in the present instance it certainly was not—the blame rests upon those, whether civilians or naval men, who refrained from pressing for what they believed necessary for the public safety, their motive presumably being to save themselves trouble or possible disadvantage in one shape or another. And as between the civilian and the Service man, the heavier time rests upon the latter, because he has the knowledge. I think it ought to be better understood by officers in high administrative positions that if they believe certain measures to be essential to the national safety and represent this to the Government, it is not consistent with their duty to the nation that they should sit down and say nothing when their advice is disregarded. If they do that, they become as much responsible for what follows as if they had given no advice at all. Their duty is to watch their hands of further responsibility and tell the country why, so that it may judge the matter for itself. Is this a hard doctrine?

Every man in the Service is expected to stand up before the enemy and be shot or otherwise maltreated at the call of duty. When a man is prepared to sacrifice his life or limbs for the sake of his country, is it a great matter to expect him to sacrifice his pay, or his prospects in the Service?

Lord Jellicoe adds his tale about the docks with an historical anecdote full of instruction for us. This very matter was discussed between him and the German Emperor on the visit of the British Fleet to Kiel, when his late Majesty made the sagacious remark that we had committed the mistake of building our ships before our docks. Had Lord Jellicoe publicly reported this speech on his return to England, I venture to believe that the docks would have been built as soon as the contractors could put their job through. What must any Englishman think now on learning that they knew in Berlin at that date the mistakes of naval policy of which the public in this country knew nothing, and that our future Commander-in-Chief was then discussing with the Supreme War Lord what he only tells his countrymen to-day? That is the way we are governed, but Lord Jellicoe is mistaken in supposing that democracy has anything to do with it. Truth.

## TO-DAY'S ADVERTISEMENT.

THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG and SINGAPORE.

THE Steamship "YATSHING,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Cargoes are being landed at their risk into the wharves of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 23rd inst. at noon, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented in writing within 10 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, April 19, 1919.

## TO-DAY'S NEW ADVERTISEMENT.

\$10,000. H.K. Cy. if paid now will secure AN INCOME FOR LIFE At age 55 of £142. 3. 10 p.a. At age 60 of £184. 4. 10 p.a. For other amounts and ages in proportion. THE SUN LIFE ASSURANCE CO. OF CANADA, Powell's Building, 12, Des Voeux Road, Central, Hongkong. F. M. WELLES, Manager.

## TO-DAY'S ADVERTISEMENTS.

## WANTED.

FOREMAN ENGINEER, preferably with good shop experience. Apply: SUPT. ENGINEER, KOWLOON DOCKS.

## WANTED.

MEMBERSHIP LIST OF OVERSEAS CLUB. On loan or purchase. Apply: WM. BARKER c/o J. H. GARDNER, SOLICITOR, Hongkong.

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE Directors of the above Company have declared an INTERIM DIVIDEND of 3% (equal to 3/- per Share on the Preferred Ordinary Shares and 6% (equal to 6/- per share) on the Deferred Ordinary Shares.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 3/31st per Dollar.

Dividend Warrants will be obtainable on and after MONDAY, 12th May, 1919, at the Company's Office.

TRANSFER BOOKS of the Company will be CLOSED from MONDAY, 5th May to MONDAY, 12th May, both days inclusive.

JARDINE, MATHESON & CO., LTD. General Managers. Hongkong, April 17, 1919.

## PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction (For Account of the Consignor), on

## WEDNESDAY,

April 23, 1919, at 10.30 a.m., at No. 1, SAFFREY TERRACE, (Top Floor) Kowloon.

## THE SUNDRY

HOUSEHOLD FURNITURE, &c., &c., &c., therein contained.

Comprising:—Large Mirror Back Sideboard, Dining Table, &c., 2 Large Dressing Tables, Wardrobe, Single Beds, &c., &c., &c.

(Full Particulars from Catalogue). Terms—Cash.

## HUGHES &amp; HOUGH,

Auctioneers. Hongkong, April 19, 1919.

## (FOR ACCOUNT OF THE CONSIGNOR),

## ON MONDAY,

April 28, 1919, at 2.30 p.m., at No. 108 NATHAN ROAD, Kowloon. (Top Floor).

## THE SUNDRY

Valuable Household Furniture, &c., &c., &c., therein contained.

comprising:—Hallstand, Drawing Room Suite, Pictures, Carols, Statuettes, &c., Mirror back Sideboard, Cabinets, Dining Table and Chairs, (made to owner's design) practically new, Brass Fenders and Fire Brackets and Brass Curtain Poles, &c., &c., &c.

Also Enamelled Bath and Lavatory Basin, 1 pair large Bronze Candelabra, Sun-blinds, &c.

(Full Particulars from Catalogue). On view day of sale.

Terms—Cash. HUGHES & HOUGH, Auctioneers. Hongkong, April 19, 1919.

## NOTICE.

MESSRS. W. G. HUMPHREYS & CO.

Shameen, Canton, have this day been appointed AGENTS for

the sale and distribution of the "CHINA MAIL" in Canton and the surrounding districts.

March 1, 1919.

## NOTICES.

## LANE, CRAWFORD &amp; CO.

ESTABLISHED 1850. TELEPHONE 1741.

## GENTLEMEN'S OUTFITTING DEPT.

## SUMMER WEIGHT

## SLEEPING SUITS

WITH HALF LENGTH SLEEVES & LEGS

IN

FANCY WHITE NAINSOOK

ALL SIZES \$2.50 PER SUIT.

"COTELLA" ABSORBANT COTTON

38" to 44" \$5.00 PER SUIT.

"COTELLA," FULL LENGTH

ALL SIZES \$6.00 PER SUIT.

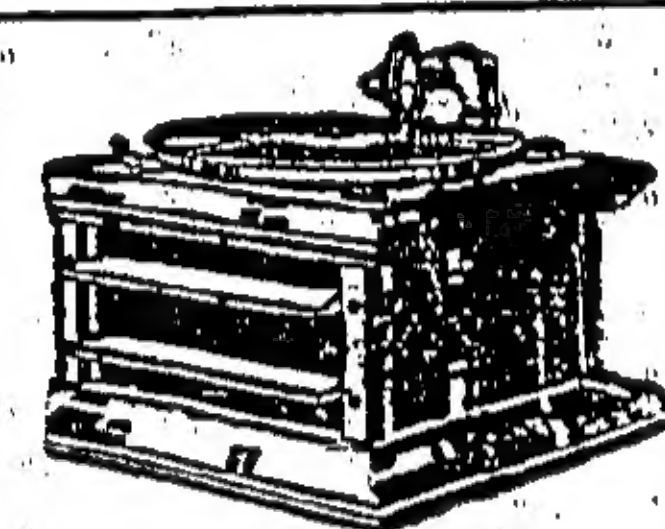
## LADIES' SLUMBER SUITS

IN NEW STYLES & MATERIALS.

## COLUMBIA

## GRAFONOLAS AND RECORDS

SUPPLY YOU WITH MUSIC FOR EVERY MOOD. CLASSICAL, OPERATIC, SONG AND DANCE.



ANDERSON MUSIC COY., LTD.

15, DES VOEUX ROAD.

TEL. 134.

Do away with the Difficult Part of Office Work

BY ENLISTING THE

## DALTON

ADDING, LISTING AND CALCULATING MACHINE

IN YOUR SERVICE

## MUSTARD &amp; CO.

4, DES VOEUX ROAD CENTRAL. TELEPHONE 1186.

AGENTS IN HONGKONG, AMOY, SWATOW and CANTON: BRITISH AMERICAN TOBACCO CO.

## COLONIAL DISPENSARY.

FANCY PERFUMES. EAU DE COLOGNE. TOILET SOAPS. MANICURE SETS.

SUITABLE FOR PRESENTS.

## COLONIAL DISPENSARY.

14, Queen's Road, Central.

Telephone No. 1877.

## BURGOYNES Pty., Ltd.

## SPECIALLY SELECTED BURGUNDY.

## WINE GROWERS TO

## H. M. THE KING.

Note the Great Reduction in Price:

Burgundy Reserve per case 4 doz. Quarts duty paid \$20. 2 doz. Pints \$21.

SOLE AGENTS:

## GANDE, PRICE &amp; CO, LTD,

WINE MERCHANTS,

Tel. No. 138.

8, QUEEN'S ROAD, CENTRAL.



## SHIPPING

# P. & O.-BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND)

TO  
 STRAITS & BURMA, CEYLON, INDIA PERSIAN GULF,  
 AUSTRALASIA, WEST INDIES, MAURITIUS, EAST &  
 SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR  
 MARSEILLES & LONDON.  
 VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
'NELLORIE'	27th April	2nd June	10th June

FOR  
 SINGAPORE, COLOMBO AND BOMBAY.

S.S.	Leave Hongkong about	Due Bombay about

FOR  
 SHANGHAI, MOJI, KOBE &c.

Wireless on all steamers.  
 For PASSAGE RATES, HAND-BOOKS FREIGHTS, &c. apply to—  
 H. MACLENNAN, MACLENNAN & CO., Agents.  
 Des Vaux Road Central, HONGKONG.

## OCEAN TRANSPORT CO., LTD. (TAIYO KAIUN KAISHA)

FOR VANCOUVER AND SEATTLE.

For Space and Particulars apply to DODWELL & CO., LTD., Agents

### NATAL LINE OF STEAMERS.

REGULAR CARGO on through Bills of Lading to SOUTH AFRICAN PORTS  
 with transshipment at CAIRO, in conjunction with the  
 INDO-CHINA STEAM NAVIGATION CO., LTD.  
 AND APCAR LINE

Sailings from Hongkong.

For freight and further particulars apply to DODWELL & CO., LTD., Agents

## THE NANYO YUSEN KAISHA

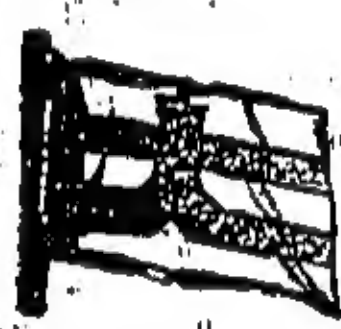
(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore,  
 Batavia, Samarang and Surabaya.

For JAVA.

For SAIGON.

For Freight or Passage apply to DODWELL & CO., LTD., Agents.



## O S K. OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP	Monthly direct service via Singapore and Port Said.
CHIFURU MARU	Sunday, 27th April.
AMUR MARU	Tuesday, 29th April.
Call Marseilles.	
GENOA & BOMBAY	Monthly service, taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamers.
INARO MARU	Monday, 5th May.
BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS	OVERLAND & CAPE TOWN via SINGAPORE.
BAWAI MARU	Sunday, 15th June.
BOMBAY COLOMBO	Regular fortnightly service via Singapore.
INARO MARU	Monday, 5th May.
KASADO MARU	Tuesday, 6th May.
SAIGON, BANGKOK, SINGAPORE	Regular monthly service.
SHISEN MARU	Wednesday, 8th May.
SYDNEY, MELBOURNE	Monthly service calling at AUCKLAND, N.Z., and ADELAIDE.
GANGES MARU	Sunday, 26th May.
VICTORIA VANCOUVER, SEATTLE, TACOMA.	Regular fortnightly service touching at intermediate ports in Japan and taking cargo to OVERLAND PORTS via SINGAPORE, SINGAPORE, and S. PAUL BAY.
CHICAGO MARU	Saturday, 18th April, at 1 p.m.
AFRICA MARU	Tuesday, 22nd May.
SAIPONG	Three times a month service.
DAITOKU MARU	Tuesday, 22nd April.
JAPAN PORTS—KOBE & YOKOHAMA.	
BURMA MARU	Monday, 26th April.
KANAKO MARU	Saturday, 3rd May.
KEELUNG, TAKAO VIA SWATOW, AMOY.	

These steamers have excellent accommodation for 1st and 2nd class Saloon and 3rd class Steerage.  
 For TAKAO via SWATOW and AMOY.  
 BOSU MARU ..... Thursday, 24th April at 9 a.m.  
 For KEELUNG via SWATOW and AMOY.  
 KANJO MARU ..... Sunday, 30th April, at 10 a.m.  
 For sailing dates and further particulars please apply to—  
**K. YAMASAKI, Manager.**  
 No. 1, Queen's Building.  
 Tel. No. 744 & 745.

## Koninklijke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship.

### "VAN WAERWYCK"

will be despatched on the 14th May to—

SINGAPORE, PENANG and BELAWAN DELI.

This Vessel offers excellent Cabin-accommodation for Saloon-passengers.

Wireless Telegraphy.

For Freight and Passage apply to:

**JAVA-CHINA-JAPAN LIJN,**

Telephone No. 1574.

Agents.

### TO THOSE GOING AWAY

Keep in touch with local happenings

by subscribing to

## "THE OVERLAND CHINA MAIL"

All the News of Hongkong and the Far East.

## SHIPPING

# C. N. C. CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI & TSINGTAO	KWANGSANG	April 20, Daylight
SWATOW & BANGKOK	CHANGCHOW	April 21, at 10 a.m.
SHANGHAI	SINKANG	April 22, at Noon
SHANGHAI	SUTUNG	April 24, at Noon
WEIHAIWEI, CHEFOO & TIENTSIN	KUICHOW	April 25, at Noon

SHANGHAI LINE—PASSENGERS, MAIL AND CARGO. Excellent Saloon accommodation, electric lights and fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

Telephone No. 38.

**BUTTERFIELD & SWIRE,**  
 AGENTS.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
 (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
KOBE	YATSHING	SUNDAY, April 20, Daylight
SHANGHAI	WOSANG	TUESDAY, April 22, Daylight
STRAITS & CALCUTTA	KWANGSANG	TUESDAY, April 22, at 3 p.m.
TIENTSIN	CHONGSHING	THURSDAY, April 24, Daylight
SHANGHAI	CHONGSANG	THURSDAY, April 24, Daylight
MANILA	YELAN	FRIDAY, April 26, at 3 p.m.
KOBE	CHONGSANG	SATURDAY, April 26, Daylight
MANILA	LOONGSANG	FRIDAY, May 2, at 2 p.m.

CALCUTTA LINE—This line is now being re-organized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta, steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fan, and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow.

Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Western Ports via Shanghai. Through Sailings are issued to all Northern and Western Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation; sailings from both ports every Friday.

RAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Saigon and other intermediate ports.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

TIENTSIN LINE—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and China.

Under British Government Passport Regulations. All European Passengers, leaving the Colony for Straits Settlements, are required to produce on arrival at destination passports with their Photographs and descriptions filed there.

For Freight or Passage, apply to  
 Tel. No. 315.

THE GENERAL MANAGERS  
**JARDINE, MATHESON & Co., Ltd.,**

## THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

REGULAR SAILINGS

BETWEEN

CHINA, MANILA, SINGAPORE, JAPAN  
 and SEATTLE.

S.S. "SENATOR" sails for SEATTLE—April 23rd.

FOR FREIGHT AND PARTICULARS APPLY TO:

## THE ADMIRAL LINE.

JOHN J. GORMAN, GENERAL AGENT.  
 Telephone 2477 & 2478. Fifth Floor, Hotel Mansions.



## TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN AND HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamers	Tons	Leave Hongkong
KOREA MARU	20,000	27th April from Yokohama.
NIPPON MARU	11,000	28th April from Yokohama.
TENYO MARU	22,000	5th May.
SHINYO MARU	32,000	21st May.
SIBERIA MARU	30,000	22nd May from Yokohama.
PERSIA MARU	9,000	18th June.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, SALLINO CRUZ, BALBOA,

CALLAO, AFRICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

Steamers	Tons	Leave Hongkong
SEIYO MARU	17,000	May 3rd.
KIYO MARU	18,000	July 12th.
ANYO MARU	18,000	Sept. 10th.

Tickets are interchangeable with the Canadian Pacific Ocean Services, Ltd. and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

For full information as to rates, sailings, etc., apply to—

**T. DAIGO, MANAGER,**  
 KING'S BUILDING.  
 Telephone Nos. 2374 and 2375.

## KAIPING COAL

FOR ALL

INDUSTRIAL AND HOUSEHOLD PURPOSES.

FOUNDRY AND SMELTING COKE.

FIREBRICK AND FIRECLAY.

FOR ALL INFORMATION APPLY TO

DODWELL & CO. LTD., QUEEN'S BUILDINGS, HONGKONG, OR

KAILAN MINING ADMINISTRATION.

TIENTSIN, NORTH CHINA.

## SHIPPING

# CANADIAN PACIFIC

OCEAN SERVICES

LIMITED

PACIFIC SERVICE

SAILINGS FROM HONGKONG TO VANCOUVER

VIA NAGASAKI (or MOJI) KOBE and YOKOHAMA.

STEAMER	FROM HONGKONG	ARRIVE VANCOUVER
Empress of Russia	8th May.	29th May.
Empress of Asia	29th May.	16th June.
Empress of Japan	26th June.	14th July.
Empress of Asia	9th July.	30th July.
Monteagle	24th July.	11th Aug.
Empress of Asia	2nd Aug.	26th Aug.
Empress of Russia	21st Aug.	8th Sept.
Empress of Asia	18th Sept.	6th Oct.

"FARES HONGKONG TO EUROPE."

"EMPRESS OF RUSSIA" ..... Gold \$481.00  
 "EMPRESS OF ASIA" ..... Gold \$458.00  
 "MONTEAGLE" ..... Gold \$458.00

Payable in Local currency at demand rate on New York.

For particulars regarding passage fares, sailings and rates of accommodation, also illustrations of time and descriptive literature, apply to—  
 P. D. BUTTERFIELD.  
 General Agent, Passenger Department.  
 PHONE 121.

For freight rates and through bills of lading, apply to—  
 Pacific Railway (Canada) Ltd., Canadian and United States, also to Europe and West Indies, apply to—  
 J. H. WALLACE.  
 General Agent.  
 PHONE 42.

HONGKONG.

## DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in Saloons and Cabins. Excellent Cuisine.

SWATOW, AMOY & FOCHOW.

AND RETURN.  
 (Occupying 9 to 10 Days)  
 HAITAN ..... (Capt. A. H. Stewart) SUNDAY, 20th April at 10 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).  
 For FREIGHT and PASSAGE apply to—  
**DOUGLAS LAFRAIK & Co.,**  
 General Managers.

SWATOW.  
 Arrivals and Departures from the Company's Wharf (near Blake Pier).  
 For FREIGHT and PASSAGE apply to—  
**DOUGLAS LAFRAIK & Co.,**  
 General Managers.

## CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS.

"NANKING" (10,000 tons, American Registry). "CHINA" (10,000 tons, American Registry).

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

"NANKING" (10,000 tons, American Registry). "CHINA" (10,000 tons, American Registry).

June 19th, 1919. April 22nd, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. BITTER, Freight and Passenger Agent.

Prince's Buildings, 100, Horse Street. Tel. 1334.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILING.  
 FROM HONGKONG: Connecting with FROM COLOMBO:  
 EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For dates of departure, Rates of Freight, apply to—  
**THE BANK LINE, LTD.,**  
 MANAGERS AGENTS.

"ELLERMAN" LINE.  
 (Ellerman & Bucknall Steamship Co., Ltd.)

JAPAN, CHINA AND STRAITS  
 TO  
 UNITED KINGDOM & CONTINENT.

FOR PARTICULARS OF SAILINGS SHIPPERS ARE REQUESTED TO APPROACH THE UNDERSIGNED.

For STEAMER SAILS  
 LONDON AND ANTWERP ..... "BASSANO" ..... About 20th April.  
 Subject to change without notice.

THE BANK LINE, LTD.  
 General Agents.

Or to REISS & Co., Canton.

## JAVA-PACIFIC LINE

OF THE  
 JAVA-CHINA-JAPAN LIJN.

Monthly Service between  
 NETH. INDIA, MANILA, HONGKONG AND SAN FRANCISCO.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a fully qualified surgeon.  
 Cargo taken on through Bills of Lading to all Overland Points to the United States of America and Canada.

For Particulars of Freight and Passage apply to the  
**JAVA-CHINA-JAPAN LIJN,**  
 GENERAL MANAGERS,  
 Telephone No. 1574. York Buildings.

## THE PASSING OF THE CHAPERON.

BY VISCOUNTESS HELMSLEY.

The real menace of social life at the moment is the middle-aged woman who has discovered that the new dances suit her to perfection.

It is entirely her fault that the chaperon is almost extinct. She should be resting her head, grey by nature and bronze by art, against the back of a comfortable chair, watching her daughters and nieces, possibly her grand-daughters, glide past with their partners, but very often she does the gliding while they watch her enviously.

Such a nuisance having two grown daughters; I have to take them to all the dances," said a woman to me the other day.

It was more than I could stand. I pointed out to her, calmly I hope, but firmly and explicitly, that it was time she melted gracefully into the background, and that her age—no secret to me, as we were contemporaries—certainly did not justify her taking up jazzing as a pastime, especially with boys young enough to be her sons. She only bows to me now and jizzes away if she thinks I am going to speak to her.

She is only one of thousands of women who, if this new kind of dancing had not become the vogue, would have been dignified chaperones to the end of their days.

No one could possibly wish to curtail the enjoyment of our splendid younger generation, those boys and girls who have worked and endured through the dreary war time. Let them dance to their hearts' content by all means; let them get back their *joie de vivre*; youth should be gay and irresponsible. But let middle-age take itself more seriously for its own good, as well as the good of the younger generation.

It is owing to the fact that the chaperon has been eliminated, that girls ask all manner of men to dances. If they are good jazzers, who these men are and what they are does not matter.

A friend tells me that her life is a burden now her son is home for the telephone is never silent. Day and night different girls are ringing up asking if he will come to a dance or take them to a dance. Sometimes he knows the girl quite well, more often he has just met them, occasionally he does not know them at all. But they have heard he is a good dancer.

Then, because there is no chaperonage, a new fashion has come to life. If you find a partner to your fancy you dance with him the whole evening. There are actually dances where partners never change. If the much-abused but very useful chaperon does not take up her duties soon again we shall have our daughters choosing husbands according to their eligibility as dancing partners. They come home from school filled with ideas of freedom and democracy—these daughters. They laugh at the idea of any chaperon being necessary; but I cannot see that their present behaviour proves the elimination of the chaperon a good thing. On the contrary!

I can see it come again soon, the day of the kindly, watchful chaperon—a triumphant return, brought about by sheer reaction from too much freedom for the young and deadly fatigue for the old, which will reinstate her more powerful than ever.

## EVIL COMMUNICATIONS.

At Old Street Police Court, Mr. Clarke Hall had to deal with twelve charges against young women. During the proceedings he said—"I have had an extraordinary number of young girls before me recently who formerly worked on munitions and who are now charged with using insulting language and behaviour in the streets. The worst of it is that several of them who have been before me are drawing out-of-work pay and at the same time are accosting men in the streets." Some of the young women were said to have followed and spoken to Chinamen and others to soldiers.



Teach Children to Use Cuticura Soap

Because it is best for their tender skins. Help it now and then with touches of Cuticura Ointment applied to first signs of redness, roughness, pimples or dandruff. If mothers would only use these super-creamy emollients for every-day toilet purposes how much suffering might be avoided by preventing little skin and scalp



## SHIPPING

P. & O.-BRITISH INDIA  
& APCAR LINES(COMPANIES INCORPORATED IN ENGLAND)  
MAIL AND PASSENGER SERVICESTO  
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED  
SEA, EGYPT, EUROPE, &c.  
SAILINGS FOR

## MARSEILLES AND LONDON.

Steamers	Leave HONGKONG about	Due MARSEILLES about	Due LONDON about
NELLORE	27th April	2nd June	10th June

## BOMBAY via STRAITS &amp; COLOMBO.

S.S.	From Hongkong about	Due Bombay about
DUNERA	16th April at Noon	1st May

SAILINGS ALSO TO  
SHANGHAI, MOJI, KOBE AND  
YOKOHAMA.

S.S.	Leave Hongkong about
------	-------------------------

Tickets (interchangeable)  
P. & O. Australia Tickets are interchangeable with the New Zealand  
Shipping Co. (via Panama) or by Orient Company.  
Passengers may travel B.I. Company between Singapore and Calcutta or  
Madras in lieu of the section P. & O. Ticket Singapore to Colombo.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
All Cabins are fitted with Electric Light free of charge.  
Steamers and sailing dates are liable to be altered without notice.

NOTICE TO CONSIGNEES  
Consignees are reminded of the necessity to apply to the Company's Agents  
regarding arrival of consignments expected of which they have received documents  
or advice.  
Any damaged packages must be left in the Godowns for examination by the  
Consignees and the Company's Surveyors, Messrs Goddard and Douglas, at 10 a.m.  
on Mondays and Thursdays. All claims must be presented within ten days of the  
steamer's arrival here after which date they cannot be recognised. No claims will  
be admitted after the goods have left the Godowns.  
For further information, Freight, Handbooks, etc., apply to  
MACKINNON, MACKENZIE & CO.,  
22, Des Voeux Road Central, HONGKONG.  
Agents.

## H. HING &amp; CO.

LARGE STOCK OF SHIPBUILDING MATERIALS,  
viz. Steel Ship Plates, Angles and Bars.  
Also Shipchandlery Articles.  
Telephone No. 1116. 25, Wing Woo Street, Central.

NIPPON YUSEN KAISHA  
(JAPAN MAIL S.S. CO.)

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DISPLACEMENT	SAILING DATES
Shanghai, Kobe & Yokohama	Yokohama Maru, 12,240 tons	MONDAY, 21st April, at 11 a.m.
Nagasaki, Kobe & Yokohama	Kamakura Maru, 12,410 tons	FRIDAY, 18th April, at 11 a.m.
London via Singapore, Penang, Colombo, Suez & Port Said	Atsuta Maru, 15,380 tons	SATURDAY, 3rd May, at Noon
Melbourne via Manila, Zamboanga, Thursday Is., Townsville, Brisbane, & Sydney	Nishio Maru, 9,600 tons	WED., 23rd April, at 11 a.m.
New York via Shanghai, Kobe, Yokohama, San Francisco & Panama Canal	For date of sailing apply at the Company's Office.	
Bombay via Singapore & Colombo	Toyo Maru, — tons	FRIDAY, 25th April.
Calcutta via Singapore, Penang & Rangoon	Shinbu Maru, — tons	SUNDAY, 27th April.
8 omitting Shanghai and/or Moji	Rangoon Maru, End of April.	Wireless Telegraphy.

## HONGKONG-VICTORIA B.C.-SEATTLE

MANILA, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, &amp; YOKOHAMA.

Operated by the magnificent and splendidly equipped  
Passenger Steamers "Fushimi Maru," "Suwa Maru,"  
"Kashima Maru" and "Katori Maru," each of over 20,000  
tons displacement.

Next sailing from Hongkong:

"Suwa Maru," MONDAY, 5th May, at 11 a.m.

Omitting Manila Eastbound.

For further information apply to

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

Telephone 292 &amp; 293.

THE KWONG HIP LUNG CO., LTD.  
(NOW RECONSTRUCTED).

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDRIES. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two Slipways and can accommodate any craft  
of 500 feet long.

Town Office: 43, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.  
Shipyard: Shum-Sai-Po, Kowloon, Hongkong.  
Estimates furnished on application.

WONG PING WA, Manager.

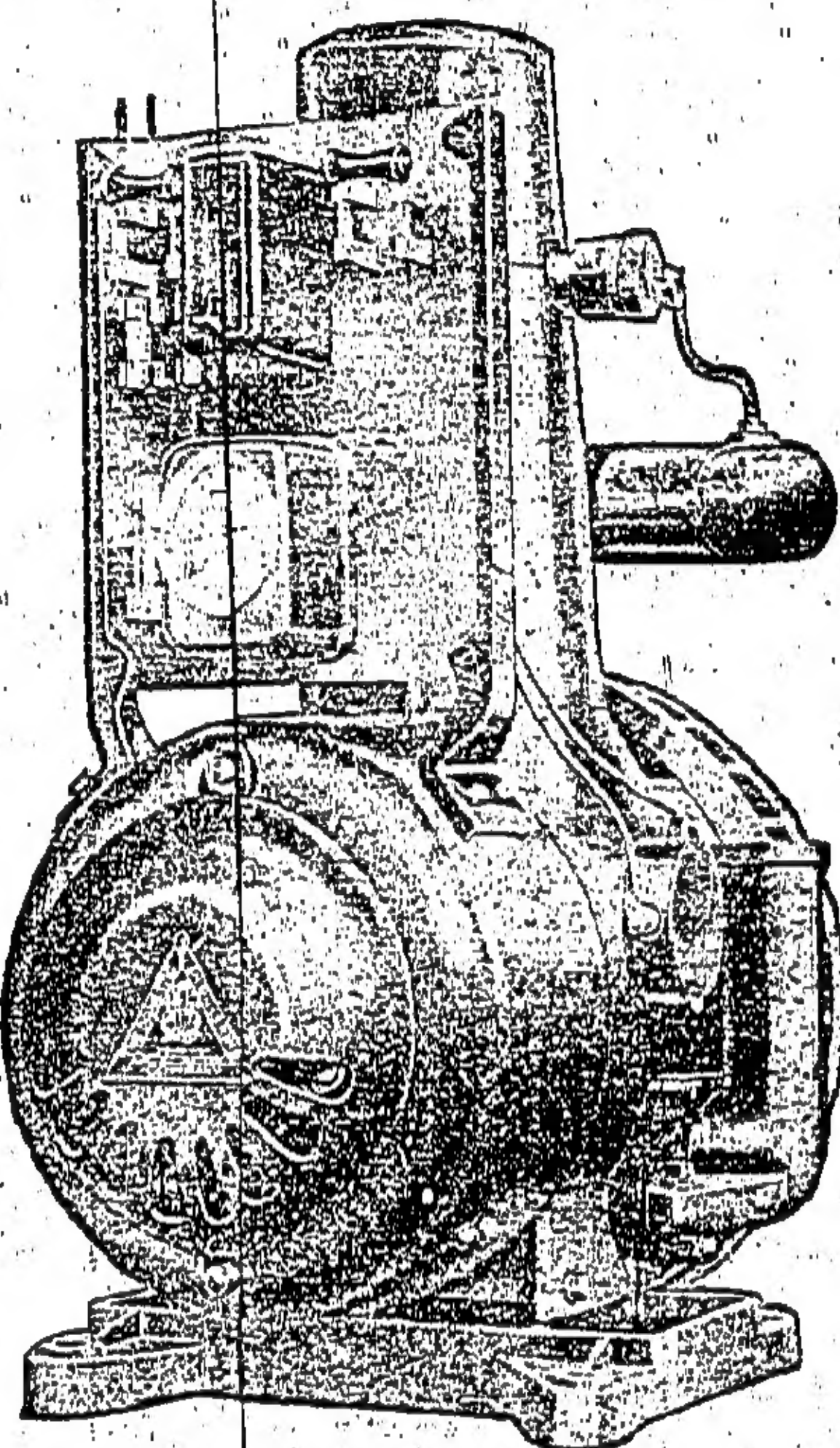
Hongkong, April 1, 1919.

## VESSES ADVERTISED AS LOADING

DESTINATION	VESSEL'S NAME	FOR FREIGHT APPLY TO	TO BE DESPATCHED
San Francisco via Shanghai & Japan, &c.	Tsui Maru	Toyo Kisen Kaisha	On 8th May
San Francisco via Shanghai, Japan &c.	Shio Maru	Toyo Kisen Kaisha	On 8th May
San Francisco via Shanghai, Japan &c.	Chio Maru	China Mail S.S. Co., Ltd.	On 8th May, at Noon
San Francisco via Shanghai, Japan &c.	Ning Maru	China Mail S.S. Co., Ltd.	On 8th May, at Noon
Victoria, Vancouver, Seattle & Tacoma	Ats Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Vancouver via Shanghai, Japan &c.	Kikus Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Vancouver via Shanghai, Japan &c.	Guns Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Sydney & Melbourne	Chio Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Australian Ports via Manila	Nippon Yusen Kaisha	Nippon Yusen Kaisha	On 8th May, at 11 a.m.
Australian Ports via Japan	Nippon Yusen Kaisha	Nippon Yusen Kaisha	On 8th May, at 11 a.m.
Australian Ports via Japan	Nippon Yusen Kaisha	Nippon Yusen Kaisha	On 8th May, at 11 a.m.
Kobe	Chio Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Shanghai	Chio Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Shanghai	Chio Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Shanghai	Chio Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Shanghai, Kobe & Yokohama	Chio Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Tientsin	Chio Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Swatow & Bangkok	Chio Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Kooling via Swatow & Amoy	Chio Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Swatow, Amoy & Foochow	Chio Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Manila	Chio Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Seattle	Chio Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Bombay via Singapore, Malacca & Colombo	Chio Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Singapore, Penang & Calcutta	Chio Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Bombay & Colombo	Chio Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
London via Suez, Port Said & Cebu	Chio Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.
Singapore, Penang & Balaen-Deli	Chio Maru	Osaka Shosen Kaisha	On 8th May, at 11 a.m.

## DELCO-LIGHT

"THE LATEST MARVEL IN THIS MARKET IS A  
3 K. W. MACHINE WITH AN OUTPUT OF 180 16 C. P. LAMPS,  
AND WORKS ENTIRELY ON KEROSENE."



For the Popularity  
of the DELCO see  
the Number Sold for  
Lighting Bungalows  
in Fankin, the Peak  
Tramway Station,  
Cafes, Motor Ships,

Yachts and Private  
Residences in this  
Colony; also Travelling  
Moving Picture  
Shows and Numerous  
Chinese Residences in  
the Country and in  
the Coast Ports.

CALL AND  
INSPECT OUR  
STOCK.

FULL INFORM-  
ATION ON  
APPLICATION.

IT IS UNDOUBTEDLY THE BEST OF ITS KIND IN THE MARKET.  
WE HAVE STOCKS OF MACHINES WITH OUTPUTS OF FROM  
47 LIGHTS UP TO 280.

For Peace Celebration use a "DELCO"  
Engines of Various Sizes in Stock also Bulbs, Fittings and Lamp Colouring Fluid.

SOLE AGENTS:—  
W. G. HUMPHREYS & CO.  
MACHINERY DEPARTMENT, HONGKONG.  
TEL. 228. TEL. ADDRESS: ABEONA.

MITSUBISHI SHOJI  
KAISHA, LTD.  
(Mitsubishi Trading Co.)  
COAL, GENERAL IMPORTS AND  
EXPORTS.

SOLE PROPRIETORS OF

TAKASHIMA, OCHI, MUTABE,

RISHIDALE, YOSHINO, YAMAGUCHI,

HOJO, NAKAZUKA, SATO, KANADA,

SAININ, KAMIMURA, HIRAI,

and OYUBARI COAL MINES.

AGENTS FOR HAKUTO COAL.

Head Office:—TOKYO.

Branches and

Representatives:—

Nagasaki, Kanagawa, Yokohama, Moji,

Kobe, Osaka, Kyushu, Fukuoka,

Yokohama, Tokyo, Hakodate, Muroran,

Otaru, Vladivostok, Peking, Tientsin,

Dairen, Tainan, Hankow, Shanghai,

Taipei, Hongkong, Canton, Haiphong,

Manila, Singapore, Calcutta, London

and New York.

Cable Address:—

Hongkong: "IWASAKI".

Canton, Haiphong: "IWASAKI".

Codes:—A, B, C, 5th Ed.

Western Union and Bentley's

Agency for:—THE OSAKA MARINE

&amp; FIRE INSURANCE CO.,

LTD., OSAKA.

For Particulars, apply to

S. S. YUKI, Manager,

No. 14, TOWER STREET, HONGKONG.

IRON AND STEEL PRODUCTS  
BEST TERMS COMPLETE STOCK.

(ESTABLISHED 1897) SINGON &amp; CO. (TELEPHONE 515)

P. &amp; O. S. N. Co.

STEAM FOR

STRAITS, COLOMBO, HONGKONG,

EGYPT, MEDITERRANEAN PORTS

AND LONDON.

Through Bills of Lading issued for BATA,

VIA PERSIAN GULF, CONTINEN-

TIAL, AMERICAN AND SOUTH

AFRICAN PORTS.

The Homeward Mail Steamers carry

passengers and cargo. This Majesty's Mail will be

dispatched from this port on the 21st inst. taking

Cargo for the above ports. Passengers

accommodation in the connecting vessel

is secured when available before depar-

ture from Hongkong.

Silk and Valuable Cargo for Italy,

France and London (under arrangement)

will be conveyed in this steamer

proceeding via Bombay and there

transhipped to the connecting steamer

for Marseilles and London.

Parcels will be received at this Office

until 2 p.m. the day before sailing. The

contents and value of all packages are

required.

For further particulars, sailing dates,

apply to

MACKINNON, MACKENZIE &amp; CO.

Agents.

## SHIPPING

## PACIFIC MAIL S.S. CO

U. S. Mail Line.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR," "VENEZUELA" and "COLOMBIA";

14,000 Tons each.

HONGKONG TO SAN FRANCISCO,

via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

The Sunshine Belt.

The most Comfortable Route to America and Europe.

Sailings from Hongkong at Noon.

S.S. "ECUADOR" WEDNESDAY, April 23rd.

S.S. "COLOMBIA" WEDNESDAY, May 21st.

S.S. "VENEZUELA" WEDNESDAY, June 19th.

For NEW YORK via the PANAMA CANAL.

S.S. "EULISE" MONDAY, April 14th, 1919.

These Steamers have the most modern equipment including overhead

electric fans and electric lighting ALL LOWEST PRICES and large

comfortable Staterooms (All single and two berths only).

The Safety and Comfort of Passengers is our first consideration.

Special care is given to the cuisine, and the attendance on

passengers cannot be surpassed.

Tickets are interchangeable with the Toyo Kisen Kaisha and the

Canadian Pacific Ocean Service, Ltd.

For further information, rates, literature, schedules etc., apply to—

COMPANY'S OFFICE in Alexandra Buildings,

Chater Road.

TELEPHONE 111.

HONGKONG, CANTON &amp; MACAO

STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT

CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-CANTON LINE.

Sailings:—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Sailings:—S.S. "SUI AN" to Macao daily at 8 a.m. (Sundays 9 a.m.)

S.S. "SUI TAI" to Macao daily at 2 p.m. (Sundays 2 p.m.)

S.S. "SUI AN" from Macao daily at 2 p.m. (Sundays 4 a.m.)

S.S. "SUI TAI" from Macao daily at 7.30 a.m. (Sundays 8 a.m.)

Further information may be obtained at the Company's Office, Hotel Mansions,

or from Messrs. T. S. COOK &amp; SON, Booking Agents, Hongkong.

JARDINE, MATHESON &amp; CO., LTD.,

ENGINEERS and LAUNCH BUILDERS.

MARINE MOTORS OF ALL POWERS

IN STOCK.

Works:—POOTUNG, SHANGHAI.

Sole Agencies:—STERLING &amp; EVINRUD MOTORS.

MAKERS "EWO" MOTORS.

Associated British Machine Tool

Makers, Ltd.

A.B.C. Boiler, Locomotive,

Refrigerator Engineering Co., Ltd.

Edgar Allen &amp; Co., Ltd. (Tool

Steels, &amp;c.)

"Sargo" Steam Traps, Temperature

Regulators, &amp;c.

Linschotte &amp; Matheson, Ltd.

Pulson Engineering Co., Ltd.

T. &amp; W. Smith Ltd. (Wire Ropes)

Imperial Light Ltd.

LIFE WITHOUT HEALTH IS LIVING D'ATH.

VETARZO BRAIN AND

NERVE FOOD

The latest discovery of modern times, is without equal in all cases of defective nerve and brain power.

caused by worry, overwork, dissipation, or other influences. It is a powerful tonic, and

restores the system to its normal state. It is a powerful tonic, and restores the system to its

normal state. It is a powerful tonic, and restores the system to its normal state. It is a

powerful tonic, and restores the system to its normal state. It is a powerful tonic, and

restores the system to its normal state. It is a powerful tonic, and restores the system to its

normal state. It is a powerful tonic, and restores the system to its normal state. It is a

powerful tonic, and restores the system to its normal state. It is a powerful tonic, and

restores the system to its normal state. It is a powerful tonic, and restores the system to its

normal state. It is a powerful tonic, and restores the system to its normal state. It is a

powerful tonic, and restores the system to its normal state. It is a powerful tonic, and

restores the system to its normal state. It is a powerful tonic, and restores the system to its

normal state. It is a powerful tonic, and restores the system to its normal state. It is a

powerful tonic, and restores the system to its normal state. It is a powerful tonic, and

restores the system to its normal state. It is a powerful tonic, and restores the system to its

normal state. It is a powerful tonic, and restores the system to its normal state. It is a

powerful tonic, and restores the system to its normal state. It is a powerful tonic, and

restores the system to its normal state. It is a powerful tonic, and restores the system to its

normal state. It is a powerful tonic, and restores the system to its normal state. It is a

powerful tonic, and restores the system to its normal state. It is a powerful tonic, and

restores the system to its normal state. It is a powerful tonic, and restores the system to its

normal state. It is a powerful tonic, and restores the system to its normal state. It is a

powerful tonic, and restores the system to its normal state. It is a powerful tonic, and

restores the system to its normal state. It is a powerful tonic, and restores the system to its

normal state. It is a powerful tonic, and restores the system to its normal state. It is a

powerful tonic, and restores the system to its normal state. It is a powerful tonic, and

restores the system to its normal state. It is a powerful tonic, and restores the system to its



## SCOTTISH LETTER.

## WORK OF THE Y.M.C.A. AMONG THE CHINESE LABOUR CORPS.

(From Our Own Correspondent.)

February 19.

The work which the Y.M.C.A. has done among the Chinese Labour Corps in the last two or three years constitutes a great national and imperial service. It is largely due to the devotion and the genius of a Glasgow graduate who, after many years of honoured work in Manchuria, has given up in order to renew his labours among the Chinese. So writes Professor R. S. Rait, of Glasgow University, Historiographer Royal for Scotland, who has lately been on a visit to France and Belgium. The Army authorities would be first to acknowledge the debt which they, and through them, the whole country owes to him. He speaks the language of the Chinese, he knows and respects their feelings, and he has their confidence. He can interpret what is mysterious in Army regulations to men from the opposite pole of civilisation, and he can explain to sympathetic but mystified young officers some of the puzzles in the conduct and the attitude of that inscrutable race. If the Y.M.C.A. is Father and Mother to the Army, in the words of Sir Ian Hamilton, the University of Glasgow has provided the Y.M.C.A. with a Father and Mother to the 100,000 Chinese coolies who are in British employ. I have tried to walk with him through a base where there are many Chinese, our progress interrupted by incessant recognition and greeting, and no man could hope for a finer or sincerer tribute to his influence than the contrast between the same Chinese face before and after recognising him.

I had the pleasure of accompanying him to a place where some 500 Chinese are clearing up the battle ground in the devastated region, the land of desolation and of the shadow of death, the kindly earth tortured into apparently irreparable nothingness where, in wide tracts of country, there is no living thing—man, beast, bird, or tree. As we approached the place, a famous name in the annals of British courage, strayed Chinese peered into the car, hoping that it might be their friend, and showing their joy when their guess proved to be right. It was the Chinese Hogmanay, and he had come to share in the festival of this lonely company and to bring in the New Year with them. While I rested by the fire in the hut which serves as mess-room for three British officers, to whom the end of the fighting has brought only an exchange of hardships, the friend of the Chinese went round the tents and penetrated into the cellars, the only relics of the habitation of prosperous villagers. His visits paid, we spent the night in one of the cellars: it was bitterly cold, and there was no door, but it was the youngest of the two of us who suffered most, for the elder was heart warm. Next day I attended in a Y.M.C.A. hut the opening of a Chinese theatre. The hut itself, like the stage and its appointments, was the work of the Chinese themselves, and even the paintings which provided the scenery had been done by a coolie.

We were three Glasgow men, another Scotman, an English lady who drove us, and a large crowd of Chinese. The friend of the Chinese spoke to them in their own language. He pointed to the stage scenery, and told them that on that, their great national day, they were all in China and not in France. What else he said I do not know, but his audience were pleased and amused, and they showed the affectionate enthusiasm which I had learned to expect. The commanding officer declared the theatre open, also in Chinese. I said a few words, which were interpreted, and we all gave three cheers for the Allies, not forgetting China. I had to leave just as the play began, but the friend of the Chinese remained behind to take his part in the rejoicings of his people.

Among the numberless activities of the Y.M.C.A. there is in present circumstances, none more valuable than the care for China in exile, and the worker of whom I have spoken has many devoted colleagues says Prof. Rait. If these Chinamen return home with any personal affection for the race for which they are working, or with any knowledge of British ideals and feelings, it is largely due to the Y.M.C.A., whose workers have opportunities, denied even to the highest and most understanding of the officers in charge of the Corps. Some of these workers are English-speaking Chinamen, students in English-speaking Universities. It was not pleasant to be told that these students all came from the United States, which is bearing the white man's burden in the education of our Chinese. But we may hope that our own Government will take steps to repay our debt to Chinese workers by increasing educational facilities in and for China. Meanwhile the Y.M.C.A. is doing what can be done, and the able and distinguished worker of whom I have spoken, the Rev. James Webster, Secretary of the United Free Church Mission Committee, has just been appointed to co-ordinate and take charge of the whole of the great effort which is being made for the Chinese by the Y.M.C.A.

## SAFETY TEAPOT.

A square teapot with no projecting square or handle for Mary Ann to break, and a doll that picks up things off the floor, are among the toy novelties at the British Industries Exhibition, which was opened in the Pennington-street warehouse of London Docks. The teapot is grasped by a sort of pillar which runs horizontal to an indentation for the fingers, and the tea pours out of a tulip shaped opening on the opposite corner.

## OUR SUPER-AIRSHIPS.

There is every probability that the rigid airship known as the R34, built by Messrs. Beardmore at their yards near Paisley to the order of the Admiralty, will be the first super-airship to attempt to fly the Atlantic. A sister airship, R33, is being built by Messrs. Armstrong, Whitworth, and Co., but the place of honour, as at present arranged, will be taken by the Clyde vessel. The finishing touches are being put upon her, and I have seen her in the air over Edinburgh on a trial trip from the West. She is expected to have a speed of from 80 to 90 miles per hour under average weather conditions, and to be capable of crossing the Atlantic from Scotland to New York and returning without making a stop. Her length is 670 feet, diameter 79 feet, and a capacity of 2,000,000, with a lifting power of 50 tons and a total h.p. in five engines of 1250. Four cars or gondolas are suspended from the framework, the forward being the navigating or control car, containing the wireless telegraphy and wireless telephony. From each car there runs to the top a wire ladder, which leads also into a corridor running all the length of the vessel. At the extreme stern, near the rudder and the elevating planes, there is a machine-gun platform, while right on the top there is another platform for machine-guns and a two-pounder gun. The ballast tanks have a capacity of 2000 lb., and the petrol tanks carry sufficient for eight days' continuous running. If caught at sea in fog she can stay in the air for three weeks, and can throw out a sea anchor and ride out a storm, keeping in touch with the land by wireless, or asking for whatever assistance may be wanted.

**DEATH OF SUDAN OFFICIAL.**  
The death has occurred in a nursing home in London, from pneumonia following influenza, of Mr. Donald Paterson MacGillivray, managing director of the Sudan Plantation Syndicate. He was born in Inverness and after banking experience in Inverness and Perth, joined the National Bank of Egypt, and had not been long in its service when he was selected by the directors to proceed on a special mission to King Menelik of Abyssinia. His journey occupied many months, and was highly successful. Mr. MacGillivray returned to Egypt with a charter which led to the founding of the Bank of Abyssinia. He returned to Abyssinia as first governor of the new Bank, a position which he held until he joined the Sudan Plantation Syndicate. Mr. MacGillivray was 43 years of age.

**DUMBARTON MAN'S GALLANTRY.**  
Mr. John A. Craig, chief engineer of the s.s. *Shanisi*, belonging to the China Navigation Co., has just been awarded £75 by the Shipping Controller for gallantry and good seamanship on the occasion of the torpedoing of the s.s. *Sachsen*, of which at the time he was also chief engineer. Mr. Craig is the only son of Mr. David Craig, 3 Beechwood Terrace, Dumbarton.

**THE DRUG CRAZE.**  
Impressed by the "dope" sensations of London, a Glasgow journalist has made discreet investigations into the habits of Glasgow people, and has discovered nothing. "But one thing that did strike me forcibly was the almost universal use of mild sedatives like aspirin and phenacetin. Everybody seemed to rely on them for a did in all sorts of ills—headaches, colds, rheumatism, toothache, and so on. A chemist assured me that this was largely a development of the last few years, possibly a war development. Familiarity with hospital life has given the ordinary man far too dangerous a knowledge of the milder nerve soothers."

**THIS WEEK'S STORY.**  
One of the brightest little journals published by the Army of Occupation is called "The Watch on the Rhine," and is "attached" to a division which includes several Scottish battalions. Here is one of its items.—"He was a Scottish officer, and had brought in the New Year in the traditional Scottish fashion. As he wended his way home that chilly morning regardless of the laws of gravitation, regardless also of the passage of time, he bumped into a German civilian. 'What are you doing out after dark?' he demanded in his worst German. 'Sir,' replied the civilian in his best English, 'it is not that I am permitted to circulate after five in the morning?'"

## THE FRUIT SEASON.

**DOWEL** complaint is sure to be prevalent during the fruit season. Be sure to keep a bottle of Chamberlain's Colic and Diarrhoea Remedy at hand; it may save a life. For sale by All Chemists and Storekeepers.

## CORNERED BY A MOA.

## AMAZING ADVENTURE IN NEW ZEALAND.

A remarkable story is published in the *Christchurch Weekly Press* of January 8, in which Ivan M. Levy relates an adventure with a living moa, the gigantic New Zealand bird, which has generally supposed to have been extinct for many years. The story would hardly have received credence had it not been published in a responsible journal, and, further, if Professor R. Lee-Courtenay, the President of the New Zealand Ornithological Society, had not so far accepted it as correct that he has gone with Mr. Levy to verify his statements. Mr. Levy in his story, says he decided to spend a holiday in the wild Uveruere country, in the centre of the North Island. He states that while his guide was absent a thunderstorm came on, and a huge kaka tree he was sheltering under was shattered by lightning. He was flung to the ground half dazed, and on recovering began to walk away, but was bushed. At daylight he came to a rocky ledge overlooking a tiny sunken valley of about a dozen acres surrounded by perpendicular cliffs. The valley was covered with grass, tree ferns, and dwarf manuka. A river gushed out of a tunnel on one side, and fell over a 40ft. high cliff on the other. Mr. Levy managed to descend into this valley, which appeared to have been caused by some colossal subsidence due to the undermining action of the water.

## CAUGHT BY THE MOA.

While exploring the place he was startled by the rush of hurried footsteps, and before he had time to wheel about he was knocked sprawling. He continues: "I fell heavily forward, and was half stunned by the violence with which I struck the ground. In a semi-conscious condition I felt a terrific clawing at my back that tore off my knapsack and my flask, and ripped through my clothes deep into my flesh. I attempted to rise to my feet, but a blow on the back of my head, like a tap of a sledge hammer dazed me, and I again pitched helplessly forward. This time I tumbled into a narrow niche in the cliff, which undoubtedly saved my life. Instinctively I crawled further into the recess, and found myself in a sort of natural miniature-like indentation, where I lay for how long I have no idea, until my scattered senses returned. 'I anxiously crawled forward and peered into the sunlight to ascertain what manner of creature had assailed me, and I shall never forget the surprising spectacle that met my gaze. I saw what looked like a gigantic ostrich, though lighter in colour, and without the elegant wing plumes, rearing its head fully 14ft. above the ground. I realised with a thrill of excitement that what I saw before me was a specimen of the supposedly extinct moa. As the bird stooped occasionally to peck and kick at my knapsack that lay on the ground some 30ft. away, I observed every detail of its appearance. It was of a light brownish colour, varying to reddishness on the sides. The body was bulky, but with no vestige of wings. The legs were disproportionately massive, in fact almost elephantine, and the three-toed feet were simply ponderous. The head was rather smaller than would be expected for a bird of its dimensions, and was set upon a fairly long and ostrich-like neck. The moa uttered an angry deep booming—like a grunt, resembling somewhat that of a bittern, which was uncanny in the extreme."

## MORE NARROW ESCAPES.

"My wounds were now bleeding profusely, and I made a kind of bandage to allay the haemorrhage. It seemed as though an age had elapsed before the great bird at last moved off along the foot of the cliffs. I peeped out to follow its movement, and the moa caught sight of me. It swung round with unexpected agility, and dashed towards me. I wriggled back hastily, and just escaped a vicious peck as it thrust its head into the cleft. It tore at the ground with its steel-like claws, evidently greatly enraged at not being able to reach me. The bird continued to lay siege to my retreat for hours, patrolling backwards and forwards with pertinacious vigilance."

After being a prisoner for 24 hours, and suffering agony from his wounds and thirst, the moa wandered away a few hundred yards, and Mr. Levy got out of his hiding place and lay down to drink at the river. The unmistakable thud of the bird's feet warned him that he had been seen. He received a terrific blow on the side, and was knocked head foremost into the rushing waters. He was washed over the falls, and at last got ashore. For several days in a semi-delirious condition he wandered about in the bush until he was discovered by a shepherd and taken to the homestead of Mr. Angus F. Whitebrook, of Mahanga station, where he was very hospitably nursed back to strength.

## SERVES THE WHOLE FAMILY.

**THE** name of Chamberlain's Cough Remedy is world wide. It is good for the deep seated cough of the adult or the croak and whooping cough of the children. The same bottle serves the whole family. For sale by All Chemists and Storekeepers.

## SEA INSURANCE COMPANY.

## SUB-DIVISION OF SHARES APPROVED.

An extraordinary general meeting of the shareholders of the Sea Insurance Co., Ltd., was held yesterday at the offices of the company, 5, Exchange-buildings, Liverpool, to consider resolutions relative to the alteration of the articles of association. Mr. George Gilmour, chairman of directors, presided.

The Chairman said: I think will be within your recollection that at the last general meeting I suggested, speaking from the chair, that the directors had been considering the advisability of dividing the shares of the company, which at present are 50,000 of £10 each fully paid, into 500,000 shares of £1 each fully paid up. At the time we thought that all was plain sailing in regard to taking the necessary steps towards carrying out the effect. However, about a fortnight ago, it came to our knowledge that the Treasury in November last issued a memorandum deprecating such divisions at present. Of course we deferred to the Government's wishes, and we have no intention going on until we are sure that we should go on and take the necessary power from you, so that there shall be no delay, as soon as the authorities withdraw this step. That is the purpose for which we are here to-day.

Mr. H. T. Wallace seconded the resolution, which was carried unanimously. A vote of thanks to the chairman, proposed by Mr. John Temp, C.E., and seconded by Mr. W. Reed Pearce, concluded the proceedings.

## SHIPPING FREIGHTS.

## WHERE DID THE PROFITS GO?

In the House of Commons, March 3, Captain Barnett asked the Parliamentary Secretary to the Shipping Controller, what was the average rate of freight from the United States of America to Great Britain received by shipowners prior to the recent reduction of freights, what was the difference represented a trade profit to the department, and what was the total gross profit made by the Department on British ships in all ports of the world in the period beginning with the inception of control and ending with the reduction of freights. Colonel Wilson.—The shipowners were paid hire for their vessels at Blue-book rates on a time charter basis. The vessels consisted of various kinds, ranging from fast passenger liners to tramp tonnage. The Blue-book rates vary accordingly. The rates charged for the carriage of goods on requisitioned vessels fall broadly into two classes—the Government stores' rate and the commercial rate. The former was charged on all Government shipments, including, of course, munitions, cereals, meat, sugar, and other controlled foods. The latter applied to the comparatively small percentage of private cargoes which it was possible for the Government to allow to be carried. The commercial rate was a full market rate, and included in many cases a very substantial profit over hire, and running expenses. This profit was applied by the Ministry in reduction of the rate charged on Government shipments, that rate being calculated on actual cost after deducting, in addition to the profits on commercial homeward cargoes, already referred to, the estimated profit on outward cargoes. By this method the whole advantage of any available profitable employment was secured to the home consumer, and the Ministry was able to prove that in actual practice this was the only way in which the benefit of cheap requisitioned freight can be secured to the public, and not intercepted by the foreign producer or by the middleman. It will be seen that under the plan followed there will be no final profit to the Ministry.

## LEGLESS M.P.'S PHILOSOPHY.

"Life still holds much, even for the legless man," is the buoyant message of Major Brunel Cohen, the Liverpool M.P., who lost his legs in the third Battle of Ypres. And here in a nutshell is his philosophy and also the reason why he is taking up with great vigour in Parliament the cause of the men who have lost limbs. "I take things entirely as they come. I never grouse against what must be. But if anything is not bound to happen, I still do my utmost to prevent it. The legless man can and should earn money to buy the little luxuries of life, and as something 'extra' to the State pension. There are heaps of things he can do. In France, Belgium, and Switzerland lacemaking and embroidery is done at home—and it can become very fascinating work. In Ireland Harris tweeds offer very suitable work, and in Scotland yarns can be woven at home. 'In England a legless man could do small jobs in the country in the way of typewriting, easily learned; he could write the village correspondence for the shopkeepers and the parson; he could print the parish magazine, go in for bookbinding, fancy leather-work, and heaps of other things.'"

## MR. BOTTOMLEY, LADY TOWNLEY AND THE KAISER.

In the House of Commons recently, Mr. Bottomley had given notice to ask the Foreign Secretary whether he was aware that the wife of Sir Walter Townley, the British Minister at The Hague, was a member of the committee which received the ex-Kaiser on his arrival in Holland, and what action, if any, he proposed to take in that matter.

Captain Craig (C.U., Antwerp, S.): On a point of order, I should like to ask, before this question is answered, whether it is according to the usage of this House that an hon. member should give the notice paper for the purpose of bringing in a very grave charge against a lady, and especially against the wife of a distinguished public servant, such as is contained in this question. (Hear, hear.)

The Speaker: It depends so very much upon the facts. Ladies now must expect to have their conduct criticised just as much as that of men, and the fact that they are in public positions does not exempt them. I do not know in the least what the facts are in this case.

Captain Craig: I submit that if instead of a lady it had been a gentleman it would be equally wrong to bring a grave charge like this against an individual. (Cries of "Why?") Because there is not the slightest foundation for the charge.

The Speaker: We will see when we get the answer.

Captain Craig: On a point of order. In any case, surely this House is not the tribunal to try a case of this sort. Surely there are other authorities whose duty it would be to bring the charge against the individual.

The Speaker: If this should come under the cognisance of the Foreign Office it would be for the Foreign Office to make the reply.

Mr. C. Harcourt: No Committee, official or otherwise, was appointed to receive the ex-Kaiser on his arrival in Holland, and Lady Susan Townley was not, therefore, a member of any such Committee. (Laughter.)

Captain Craig: Arising out of that, may I ask if he is aware that the country, or if not the country, at least 7,000 officers and non-commissioned officers who were interned in Holland, are under a very deep debt of gratitude to Sir Walter and Lady Susan Townley for the way in which they looked after the interests of prisoners of war in that country? (Hear, hear.)

Mr. Bottomley (Ind., Hackney, S.): Can he tell me whether Lady Susan Townley was one of a party of ladies or others who received the ex-Kaiser? Whether he is aware that this fact has been widely published in the Press, and is it a fact that Sir Walter has in consequence tendered his resignation?

Mr. Harcourt: It is not a fact that Lady Susan Townley was a member of any Committee.

Mr. Bottomley: I did not say she was. Was she one of the party who received the ex-Kaiser?

Mr. Harcourt: The facts of the case are that Lady Susan Townley happened to be motoring in the neighbourhood.

Mr. Bottomley: Why did you not say so?

Mr. Harcourt: Because I was not asked. She happened to be one of the spectators who witnessed the ex-Kaiser's arrival. She was not in any sense a member of the reception committee. (Hear, hear.)

Mr. Bottomley: How did Sir Walter tender his resignation?

Mr. Harcourt: I do not understand what he is to be the fact.

## ARCHBISHOP ON UNREST.

## PLEA FOR LARGER OUTLOOK AND JUSTICE FOR THE WORKER.

An interesting speech by the Archbishop of York was a feature of the continued debate, in the House of Lords, recently, on industrial unrest. It was quite untrue, said the Archbishop, that there was any desire amongst serious and thoughtful workmen to initiate the barbarous and unspeakable horrors of Bolshevism. But there was far more widely diffused than was appreciated a great common emotion in the minds of the working classes that the low land struck when a definite and united movement must be made for a reconstruction of the whole basis of our national effort.

We must acknowledge the justice of the claim that industry, in its characteristic systems, should no longer retain autocracy with all its characteristics of selfishness and its success, and should much more closely reflect democracy, with all its risks and its imperfections, yet with the status it gave to human nature.

Lord Russell said that probably Labour was better informed on industrial problems than their employers. The chief use of such debates was not to educate Labour, but to educate their employers.

Labour on the whole, in this country, was neither anarchic nor revolutionary. This word Bolshevism should not be used of our Labour movement. On this motion of the Marquis of Crewe, the debate was adjourned.

## THE FALL IN FREIGHTS.

## SIR A. BOOTH ON NORTH ATLANTIC CONDITIONS.

In an interesting statement which has been made to Mr. Edward L. Robson, of the *Philadelphia Press*, Sir Alfred Booth, chairman of the Cunard Steamship Company, points out that "as every one expected the announcement of the early release of shipping from Government control has been rapidly followed by a reduction of freight rates all over the world."

This reduction, Sir Alfred continues, is "due, of course, to the fact that as Government shipments are rapidly falling off in volume, more space is now available for general merchandise." This is especially true with regard to East-bound traffic across the Atlantic from the United States and from Canada. Before the armistice was signed Government shipments of one sort or another occupied about 95 per cent of the total available shipping space. General cargo rates were therefore necessarily luxury rates. The problem for the shipowner now is to find commercial cargo to take the place of the Government cargo.

It was impossible to expect that business on anything like the scale required could be started at the rate of about £15 per ton which was in force. The British shipowners interested in the North Atlantic trade felt that an immediate reduction of rates must be made to a level which would encourage merchants to enter into contracts that would promise such a measure of stability as would give confidence to the merchants, otherwise their ships would cross the Atlantic with little or no cargo beyond such remnants as the Government might still have in hand, and the process of commercial reconstruction would be indefinitely delayed. They therefore decided to reduce their East-bound rates at one stroke to about £4 per ton—a level at which they believe real business can be done, while at the same time the return to the ship will be sufficient to prevent tonnage leaving the North Atlantic to seek more profitable business elsewhere.

**PET DOGS' TOILET.**  
The Rev. S. Mursky, a clergyman, was ordered by Judge Cluer in the Shoreditch county Court to give up his rooms in St. Mark's road Dalston. Mr. A. Band asked for possession of the rooms and £3 5s. rent on the ground that Mursky's large family and streams of visitors were an annoyance. Mr. Mursky counter-claimed £8 damages, due to the electric light being cut off, and he also complained that he had been deprived of the use of the bathroom. The rent had been paid into court.

"My family went to Reading out of the raids," said Mr. Band, "and I let six rooms to Mr. Mursky on the understanding that I was to have one of the rooms when my family returned, but when they came back he refused to give it up."

"The bathroom was locked because Mr. Mursky bathed his dog in it. He said he had four in his family, but there turned out to be seven, and he had a constant stream of twenty visitors a day."

The judge said he would not give damages to any person who bathed his dog in the bathroom, but he awarded Mr. Mursky 20s. damages in respect of the electric light.

## "A CAD'S WAY OUT."

Sued for alleged breach of promise of marriage at Newcastle Assizes by Sophia Boddy, a grocer's assistant, of Gateshead, Nicholas Stephenson, of Felling, counter-claimed £70, money advanced and furniture said to have been bought by him.

Counsel said there had been a three years' engagement, but no amorous letters as the parties lived near each other. In a final letter the defendant wrote:

"I have met someone who has completely changed my outlook on life. I tried hard to be true to you but when I found it impossible I thought it better you should know the truth. In her reply the plaintiff wrote: 'I believed you a man and find you are a coward. You have taken a cad's way out of the difficulty, writing a letter instead of meeting me.'"

Counsel for the defendant suggested that damages should not be high as opportunities for women maintaining themselves were now much greater than in the old days when large damages were given.

Mr. Justice McCardie found for the plaintiff for £20 and also on the counter-claim, whereby she retained the £100 received from the defendant during courtship.

A Kuala Lumpur resident now at home, writes: "England is not the place to come to at present. Lack of any sort of house accommodation—hotels, flats and apartments; the impossibility of getting servants; a pound only going as far as 7s; and bad weather, not to mention strikes, make it a very different England from what it was seven years ago."

## PRESENTATION TO MR. COLEMAN.

As reported in the *China Mail* on Wednesday, Mr. F. A. Coleman, is leaving for Home on Tuesday, per s.s. *China* accompanied by Mrs. Coleman.

On Tuesday Mr. Coleman, who is retiring from the position of Principal Lighthouse Keeper, after 27 years Government service, was presented with a handsome silver bowl by the officers of the Harbour Department. The Harbour Master, Comdr. C. W. Beckwith, R. N., made the presentation and said:

Mr. Coleman, I have very great pleasure today in presenting you with this silver bowl as a token of esteem and respect from us, your brother officers in the Harbour Department. The worst part of Hongkong is that one is always saying good-bye to one's friends, and as we get older we do not make friends as easily as when we were younger. Speaking personally, I shall miss you very much in this Department. We have worked together very pleasantly now for some 13 years, and that is a big slice out of one's working life. On behalf of the Harbour Department, I wish you and Mrs. Coleman all good health and happiness, and may you live long to draw your pension from this Colony. (Applause.)

Mr. Coleman briefly responded, saying he would always treasure the gift as a memento of the many happy days spent in the Colony. Mr. Coleman also received an illuminated address from the Chinese staff at Green Island, and a present from the officers in charge of the Green Island Gunpowder Depot.

During the war Mr. Coleman held a commission as a Lieutenant in the R.N.V.R. his two sons, who volunteered for active service from Hongkong in the early part of the war, are both serving, one being a captain in the Royal Air Force in Mesopotamia, and the other a private in the Liverpool Regiment.

## CHURCH SERVICES.

## ST. JOHN'S CATHEDRAL.

Easter, 1919, A.D.  
Easter Sunday.—April 20.  
7.00 a.m. The Holy Communion.  
7.50 a.m. The Holy Communion (Choral).  
11.00 a.m. Matins. Sermon by the Lord Bishop.  
12 noon The Holy Communion.  
3 p.m. Children's Service. Address by Rev. J. S. Harrington.  
6 p.m. Evensong and Sermon.

## AT THE PEAK CHURCH.

Easter Sunday, The Holy Communion 8 a.m.

## St. Andrew's Church, Kowloon.

Easter Sunday.—April 20.

Opening Voluntary.  
Morning Prayer at 11 a.m.  
Responses, Festal: "Christ our Passover."  
—Hymns: OXIII—Battisill. OXIV—Tonus Peregrinus. OXVIII—Walsley; Magnificat, Hancock (W. & 399); Kyrie, Dimitris. Mode: Kyrie, Mendelssohn. Hymns, 211 (Tune 210), 207, 212, 450, 212.  
Opening Voluntary.  
Evening Prayer at 6 p.m.  
Responses, Festal: Palms, Special: OXIII—Battisill. OXIV—Tonus Peregrinus. OXVIII—Walsley; Magnificat, Hancock (W. & 399); Kyrie, Dimitris. Mode: Kyrie, Mendelssohn. Hymns, 211 (Tune 210), 212, 203 (A. & M. 459), 23, 309.  
Vesper Hymn.

## St. Peter's Church, West Point.

Sunday, April 13.

8 a.m.—Holy Communion at St. Stephen's Church.  
11 a.m.—Morning Prayer and Sermon at the Diocesan Boys' School.

## The Gospel Hall.

10 & 12 Patten Street.  
Weekly Services.—Sunday: Breaking of Bread for Believers only, 11 a.m.; Gospel Meeting, 8 p.m.  
Tuesday and Thursday, Bible study, 8 p.m.  
Friday Ladies' Bible study, 5.30 p.m.  
Saturday, Prayer Meeting, 8 p.m.  
First Church of Christ Scientists, MacDonnell Road.  
Sundays, 11 a.m.  
Wednesdays, 5.30 p.m.

## Wesleyan Methodist Church, Wanchai.

Morning Service, 10.15 a.m.  
Evening Service, 6.15 p.m.

## Soldiers and Sailors' Home, Arsenal Street.

Sunday Evening, Gospel Meeting, 8 p.m.

## St. Joseph's Church, Garden Road.

Mass and Sermon at 10 a.m. followed by the Benediction of the Blessed Sacrament.

## Roman Catholic Cathedral, Gleanely.

Mass at 7, 7.7 and 9.30 a.m.  
High Mass at 8 a.m.  
5.30 p.m.—Benediction of the Blessed Sacrament.



## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

## INTERNATIONAL LABOUR.

LONDON, April 17th.

The plenary session of the Peace Conference Commission on International Labour Legislation, M. Van Der Velden, Belgium, said that the present session would not be the last. He expressed the opinion that the inclusion of the labour charter in the League of Nations would be one of the most powerful factors in bringing back to the world the reign of peace.

To improve world conditions, there were two methods, the Russian method and the British method. The Labour Commission chose the latter.

Lord Sinha warmly accepted, on behalf of India, the proposed scheme. He said that his earlier misgivings in that connection were banished by the amendment dealing with non-Western countries.

Mr. G. N. Barnes proposed a resolution, which was passed unanimously, that the Conference approve of the proposed scheme, and that the Commission be requested to proceed forthwith with the nomination of their representatives to the organizing Committee for the October Conference, on which the Commission were to begin work immediately.

## THE LESSON OF HULL.

Mr. H. H. Asquith addressed 600 Independent Liberals at a banquet in London.

The proceedings were an enthusiastic success. Mr. Asquith, in his speech, gave the election figures at Hull, stimulated the guests, and when Commander Kenworthy, in naval uniform, appeared in the middle of the proceedings he received an ovation.

Mr. Asquith said that no people were beginning to realize the artificiality of the General Election, which had produced a top-heavy structure, resting on foundations of sand.

The last two elections were significant of a rapid and thoroughgoing reformation, and that in Hull an unusually quick reformation.

## LEAGUE OF NATIONS.

Paris, April 16th.

There was a great change made by the League of Nations Commission at its meeting on Thursday and Friday night. Friday night marked the conclusion of consideration of the Covenant.

On Friday night the League of Nations Commission discussed the Covenant, and the League of Nations Commission, which will still close on midnight.

NO DATE FIXED FOR CONSIDERATION BY PEACE CONFERENCE.

No date has been set for the plenary session of the Peace Conference to consider the League of Nations Covenant, which will not include any action granting the Japanese request for recognition of racial equality, and neither will there be sections introduced covering the request for an International Military General Staff.

Both Japan and France have announced that they regard it as their right to bring up any amendments they desire before the plenary session of the Peace Conference.

The Covenant of the League of Nations may contain 25 sections. American Wireless.

## POLAND.

Paris, April 16th.

M. Paderewski, Premier of Poland, conferred with President Wilson and Signor Orlando. American Wireless.

## U.S. CREDITS.

WASHINGTON, April 16th.

The Treasury Department has announced a credit of \$300,000 to Great Britain, making Great Britain's borrowings from the United States \$4,126,325,000, and loans to the Allies by the United States \$4,033,522,000. American Wireless.

## HORSE RACING.

LONDON, April 15th.

The Nubary Cup race resulted as follows:

Callender	1
Riverdale	2
Sir Becket	3

Ten run. Won by a head, two lengths dividing second and third.

The betting was as follows:

4 to 1 against	Callender
10 to 1	Riverdale
100 to 1	Sir Becket

## GERMANY.

BERLIN, April 15th.

A telegram from Berlin states: "A semi-official announcement in the German Gazette says that the Munich Soviet Government has been overthrown by force of arms."

## AIR LINE TO HOLLAND.

LONDON, April 15th.

An aeroplane conveying a Dutch Air Mission, which has been arranging an Anglo-Dutch service and the provision of an aerodrome in the Dutch East Indies in connection with the Imperial route, flew to Felixstowe from Amsterdam in 93 minutes.

## GERMAN MERCHANT SHIPS.

Paris, April 16th.

The Supreme Council announced that an agreement has been arrived at between the Associated Governments providing that enemy tonnage required both before and since the Armistice would be divided among those Governments according to their respective ability to bring the ships to a speedy use, and in the case of passenger ships, according to their relative needs.

The above arrangement will not prejudice the ultimate disposition of the ships under the terms of the Treaty of Peace. Vessels will fly the flag of the Allied Maritime Council, as was the national flag of the country undertaking the agreement. American Wireless.

## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

## RIOTS IN INDIA.

LONDON, April 14th.

Serious riots occurred in an Indian city. The second portion of a message describing the scenes (the first portion had not come to hand up to the time of going to press) states that Kibbi and Satya Pal, two violent agitators, led the rioters. Two banks and the Town Hall were burnt. Three bank managers were burnt to death. Five Europeans were killed during the rioting. Nine rioters were killed and 21 injured. Troops were sent, and order was restored.

Disturbances also occurred at Lahore and Ahmedabad. Two Government buildings were burnt in the latter town.

The condition in Bombay is disturbed. Several were injured on April 14th. The mob's target is bad, but Gandhi's return, on the whole, had a tranquillizing effect.

## NATIONALIST RISING IN EGYPT.

## MANY ARMENIANS MASSACRED.

CAIRO, April 15th.

Many Armenians were massacred during the rioting on Wednesday and Thursday. The number of those who were killed, but the ambulance took 15 bodies from houses in Abdin Square alone yesterday. Probably, there were numerous victims in the Mohamed Ali quarter, inhabited by small shop-keepers.

It is noteworthy that there was systematic inquiry regarding the houses in which Armenians were living as had happened previously, during the Constantinople massacres.

Many terror-stricken Armenians took refuge in the European suburb, Helipolis, in which the local policemen and watchmen abandoned their posts, apparently shifting responsibility.

The military in Cairo, till yesterday, collected 2,500 Armenians and lodged them in various buildings under military protection.

## RELEASE OF BRITISH TONNAGE.

Referring to the announcement by the Shipping Controller dated January 15, 1919, of the arrangement for the release of British tonnage, and especially to the last paragraph, stating that "the notice does not apply to ships wholly engaged in naval or military services," the Shipping Controller is anxious to reduce as much as possible the number of steamers on requisition on Form of Charter T99—seven for naval and military requirements. With this object the following arrangements have now been made for dealing with the overseas carriage of coal for the British Admiralty or War Office account.

So far as possible such coal will be conveyed in steamers chartered by the Admiralty agents on the Government form of charter, T239, free discharge A, "Fleet option" clause, which in effect gives the Admiralty the option of continuing the voyage at the equivalent of the same rates, viz. 8d. per gross registered ton per day. Government replacing bunkers used whilst following the Fleet will have to be maintained in certain cases. After delivery of the cargo of coals such steamers will be free to proceed anywhere at the owners' option, subject to the necessary voyage licence being obtained.

The maximum rates which will be paid by the Ministry of Shipping for these coal charters are given below. As forecasted in the announcement of 15th January it may be necessary for the Ministry of Shipping to direct steamers to enter this employment should the tonnage not be obtainable in the market on the stated terms. Maximum rates per ton from Bristol Channel to Gibraltar: 17s. 6d.; Malta, 22s. 6d.; Port Said, 22s. 6d.; St. Vincent, 22s. 6d.; Dakar, 22s. 6d.; Sierra Leone, 24s.; Ascension, 25s. 6d.; St. Helena, 27s.; River Plate, 24s. 6d.; Panama, 22s. 6d. Following per ton extra: Fifth of Fort, 2s. 3d.; Tyne, 1s. 6d.; Clyde, 1s. Mersey, 9d.

## RELEASE OF BRITISH TONNAGE.

## THE OVERSEA CARRIAGE OF COAL.

Referring to the announcement by the Shipping Controller dated January 15, 1919, of the arrangement for the release of British tonnage, and especially to the last paragraph, stating that "the notice does not apply to ships wholly engaged in naval or military services," the Shipping Controller is anxious to reduce as much as possible the number of steamers on requisition on Form of Charter T99—seven for naval and military requirements. With this object the following arrangements have now been made for dealing with the overseas carriage of coal for the British Admiralty or War Office account.

So far as possible such coal will be conveyed in steamers chartered by the Admiralty agents on the Government form of charter, T239, free discharge A, "Fleet option" clause, which in effect gives the Admiralty the option of continuing the voyage at the equivalent of the same rates, viz. 8d. per gross registered ton per day. Government replacing bunkers used whilst following the Fleet will have to be maintained in certain cases. After delivery of the cargo of coals such steamers will be free to proceed anywhere at the owners' option, subject to the necessary voyage licence being obtained.

The maximum rates which will be paid by the Ministry of Shipping for these coal charters are given below. As forecasted in the announcement of 15th January it may be necessary for the Ministry of Shipping to direct steamers to enter this employment should the tonnage not be obtainable in the market on the stated terms. Maximum rates per ton from Bristol Channel to Gibraltar: 17s. 6d.; Malta, 22s. 6d.; Port Said, 22s. 6d.; St. Vincent, 22s. 6d.; Dakar, 22s. 6d.; Sierra Leone, 24s.; Ascension, 25s. 6d.; St. Helena, 27s.; River Plate, 24s. 6d.; Panama, 22s. 6d. Following per ton extra: Fifth of Fort, 2s. 3d.; Tyne, 1s. 6d.; Clyde, 1s. Mersey, 9d.

## RELEASE OF BRITISH TONNAGE.

## THE OVERSEA CARRIAGE OF COAL.

Referring to the announcement by the Shipping Controller dated January 15, 1919, of the arrangement for the release of British tonnage, and especially to the last paragraph, stating that "the notice does not apply to ships wholly engaged in naval or military services," the Shipping Controller is anxious to reduce as much as possible the number of steamers on requisition on Form of Charter T99—seven for naval and military requirements. With this object the following arrangements have now been made for dealing with the overseas carriage of coal for the British Admiralty or War Office account.

So far as possible such coal will be conveyed in steamers chartered by the Admiralty agents on the Government form of charter, T239, free discharge A, "Fleet option" clause, which in effect gives the Admiralty the option of continuing the voyage at the equivalent of the same rates, viz. 8d. per gross registered ton per day. Government replacing bunkers used whilst following the Fleet will have to be maintained in certain cases. After delivery of the cargo of coals such steamers will be free to proceed anywhere at the owners' option, subject to the necessary voyage licence being obtained.

The maximum rates which will be paid by the Ministry of Shipping for these coal charters are given below. As forecasted in the announcement of 15th January it may be necessary for the Ministry of Shipping to direct steamers to enter this employment should the tonnage not be obtainable in the market on the stated terms. Maximum rates per ton from Bristol Channel to Gibraltar: 17s. 6d.; Malta, 22s. 6d.; Port Said, 22s. 6d.; St. Vincent, 22s. 6d.; Dakar, 22s. 6d.; Sierra Leone, 24s.; Ascension, 25s. 6d.; St. Helena, 27s.; River Plate, 24s. 6d.; Panama, 22s. 6d. Following per ton extra: Fifth of Fort, 2s. 3d.; Tyne, 1s. 6d.; Clyde, 1s. Mersey, 9d.

## RELEASE OF BRITISH TONNAGE.

## THE OVERSEA CARRIAGE OF COAL.

Referring to the announcement by the Shipping Controller dated January 15, 1919, of the arrangement for the release of British tonnage, and especially to the last paragraph, stating that "the notice does not apply to ships wholly engaged in naval or military services," the Shipping Controller is anxious to reduce as much as possible the number of steamers on requisition on Form of Charter T99—seven for naval and military requirements. With this object the following arrangements have now been made for dealing with the overseas carriage of coal for the British Admiralty or War Office account.

So far as possible such coal will be conveyed in steamers chartered by the Admiralty agents on the Government form of charter, T239, free discharge A, "Fleet option" clause, which in effect gives the Admiralty the option of continuing the voyage at the equivalent of the same rates, viz. 8d. per gross registered ton per day. Government replacing bunkers used whilst following the Fleet will have to be maintained in certain cases. After delivery of the cargo of coals such steamers will be free to proceed anywhere at the owners' option, subject to the necessary voyage licence being obtained.

The maximum rates which will be paid by the Ministry of Shipping for these coal charters are given below. As forecasted in the announcement of 15th January it may be necessary for the Ministry of Shipping to direct steamers to enter this employment should the tonnage not be obtainable in the market on the stated terms. Maximum rates per ton from Bristol Channel to Gibraltar: 17s. 6d.; Malta, 22s. 6d.; Port Said, 22s. 6d.; St. Vincent, 22s. 6d.; Dakar, 22s. 6d.; Sierra Leone, 24s.; Ascension, 25s. 6d.; St. Helena, 27s.; River Plate, 24s. 6d.; Panama, 22s. 6d. Following per ton extra: Fifth of Fort, 2s. 3d.; Tyne, 1s. 6d.; Clyde, 1s. Mersey, 9d.

## DOCKYARD ARBITRATION AWARD.

The threefold system of labour (embracing mechanics, skilled labourers and ordinary labourers) adopted by the Admiralty in the National Dockyards has been under consideration by a Court of Arbitration composed of Sir David Hare, Colonel Denny, and Mr. W. Barker.

The Trades Unions have urged that skilled labourers employed as riveters, drillers, cutters, machinists, engine-drivers, stokers, etc., should be classified and known according to their respective occupations, and that a definite scheme of apprenticeship should be instituted for the training of lads in these trades.

A claim submitted by the Amalgamated Society of Engineers further raised the question of the status of skilled labourers employed on mill, planing, slotting, shaping, and other work for the present variable rates paid to such skilled labourers, there should be substituted a flat rate of 75s. per week, plus war wages, this being the maximum rate at present paid to skilled labourers.

The Labourers' Unions made strong representations in favour of the existing Admiralty scheme, under which 50 per cent of the skilled labourers have been able to rise to the higher scale from the grade of ordinary labourer.

The arbitrators decided "that skilled labourers in the dockyards who are employed in important productive work in the shipbuilding and engineering departments, shall in future be classified in accordance with the class of work upon which they are mainly engaged."

"That no change shall be made in the existing system of interchangeability of the skilled labourers, (however classified) between the several classes of work in accordance with the exigencies of the service."

"That it temporarily transferred to the Admiralty, the men shall not suffer reduction of pay."

"That the existing practice of upgrading labourers who display the necessary qualifications is not to be interfered with."

The Court decides that the claim made by the Amalgamated Society of Engineers has not been established.

The arbitrators also express the opinion that a supplementary scheme of apprenticeship should be introduced for the training of boys in H.M. dockyards, who failed to pass the high educational test demanded under the scheme at present in operation.

The Court considered that a competitive examination on a sound elementary scale should be passed by boys before they are accepted as apprentices under the supplementary scheme now proposed, and that it should be obligatory upon boys to follow an approved course of study at a technical school during the probation or apprenticeship.

## DOCKYARD ARBITRATION AWARD.

The threefold system of labour (embracing mechanics, skilled labourers and ordinary labourers) adopted by the Admiralty in the National Dockyards has been under consideration by a Court of Arbitration composed of Sir David Hare, Colonel Denny, and Mr. W. Barker.

The Trades Unions have urged that skilled labourers employed as riveters, drillers, cutters, machinists, engine-drivers, stokers, etc., should be classified and known according to their respective occupations, and that a definite scheme of apprenticeship should be instituted for the training of lads in these trades.

A claim submitted by the Amalgamated Society of Engineers further raised the question of the status of skilled labourers employed on mill, planing, slotting, shaping, and other work for the present variable rates paid to such skilled labourers, there should be substituted a flat rate of 75s. per week, plus war wages, this being the maximum rate at present paid to skilled labourers.

The Labourers' Unions made strong representations in favour of the existing Admiralty scheme, under which 50 per cent of the skilled labourers have been able to rise to the higher scale from the grade of ordinary labourer.

The arbitrators decided "that skilled labourers in the dockyards who are employed in important productive work in the shipbuilding and engineering departments, shall in future be classified in accordance with the class of work upon which they are mainly engaged."

"That no change shall be made in the existing system of interchangeability of the skilled labourers, (however classified) between the several classes of work in accordance with the exigencies of the service."

"That it temporarily transferred to the Admiralty, the men shall not suffer reduction of pay."

"That the existing practice of upgrading labourers who display the necessary qualifications is not to be interfered with."

The Court decides that the claim made by the Amalgamated Society of Engineers has not been established.

The arbitrators also express the opinion that a supplementary scheme of apprenticeship should be introduced for the training of boys in H.M. dockyards, who failed to pass the high educational test demanded under the scheme at present in operation.

The Court considered that a competitive examination on a sound elementary scale should be passed by boys before they are accepted as apprentices under the supplementary scheme now proposed, and that it should be obligatory upon boys to follow an approved course of study at a technical school during the probation or apprenticeship.

## DOCKYARD ARBITRATION AWARD.

The threefold system of labour (embracing mechanics, skilled labourers and ordinary labourers) adopted by the Admiralty in the National Dockyards has been under consideration by a Court of Arbitration composed of Sir David Hare, Colonel Denny, and Mr. W. Barker.

The Trades Unions have urged that skilled labourers employed as riveters, drillers, cutters, machinists, engine-drivers, stokers, etc., should be classified and known according to their respective occupations, and that a definite scheme of apprenticeship should be instituted for the training of lads in these trades.

A claim submitted by the Amalgamated Society of Engineers further raised the question of the status of skilled labourers employed on mill, planing, slotting, shaping, and other work for the present variable rates paid to such skilled labourers, there should be substituted a flat rate of 75s. per week, plus war wages, this being the maximum rate at present paid to skilled labourers.

The Labourers' Unions made strong representations in favour of the existing Admiralty scheme, under which 50 per cent of the skilled labourers have been able to rise to the higher scale from the grade of ordinary labourer.

The arbitrators decided "that skilled labourers in the dockyards who are employed in important productive work in the shipbuilding and engineering departments, shall in future be classified in accordance with the class of work upon which they are mainly engaged."

"That no change shall be made in the existing system of interchangeability of the skilled labourers, (however classified) between the several classes of work in accordance with the exigencies of the service."

"That it temporarily transferred to the Admiralty, the men shall not suffer reduction of pay."

"That the existing practice of upgrading labourers who display the necessary qualifications is not to be interfered with."

The Court decides that the claim made by the Amalgamated Society of Engineers has not been established.

The arbitrators also express the opinion that a supplementary scheme of apprenticeship should be introduced for the training of boys in H.M. dockyards, who failed to pass the high educational test demanded under the scheme at present in operation.

The Court considered that a competitive examination on a sound elementary scale should be passed by boys before they are accepted as apprentices under the supplementary scheme now proposed, and that it should be obligatory upon boys to follow an approved course of study at a technical school during the probation or apprenticeship.

## DOCKYARD ARBITRATION AWARD.

The threefold system of labour (embracing mechanics, skilled labourers and ordinary labourers) adopted by the Admiralty in the National Dockyards has been under consideration by a Court of Arbitration composed of Sir David Hare, Colonel Denny, and Mr. W. Barker.

The Trades Unions have urged that skilled labourers employed as riveters, drillers, cutters, machinists, engine-drivers, stokers, etc., should be classified and known according to their respective occupations, and that a definite scheme of apprenticeship should be instituted for the training of lads in these trades.

A claim submitted by the Amalgamated Society of Engineers further raised the question of the status of skilled labourers employed on mill, planing, slotting, shaping, and other work for the present variable rates paid to such skilled labourers, there should be substituted a flat rate of 75s. per week, plus war wages, this being the maximum rate at present paid to skilled labourers.

The Labourers' Unions made strong representations in favour of the existing Admiralty scheme, under which 50 per cent of the skilled labourers have been able to rise to the higher scale from the grade of ordinary labourer.

The arbitrators decided "that skilled labourers in the dockyards who are employed in important productive work in the shipbuilding and engineering departments, shall in future be classified in accordance with the class of work upon which they are mainly engaged."

"That no change shall be made in the existing system of interchangeability of the skilled labourers, (however classified) between the several classes of work in accordance with the exigencies of the service."

"That it temporarily transferred to the Admiralty, the men shall not suffer reduction of pay."

"That the existing practice of upgrading labourers who display the necessary qualifications is not to be interfered with."

The Court decides that the claim made by the Amalgamated Society of Engineers has not been established.

The arbitrators also express the opinion that a supplementary scheme of apprenticeship should be introduced for the training of boys in H.M. dockyards, who failed to pass the high educational test demanded under the scheme at present in operation.

The Court considered that a competitive examination on a sound elementary scale should be passed by boys before they are accepted as apprentices under the supplementary scheme now proposed, and that it should be obligatory upon boys to follow an approved course of study at a technical school during the probation or apprenticeship.

## DOCKYARD ARBITRATION AWARD.

The threefold system of labour (embracing mechanics, skilled labourers and ordinary labourers) adopted by the Admiralty in the National Dockyards has been under consideration by a Court of Arbitration composed of Sir David Hare, Colonel Denny, and Mr. W. Barker.

The Trades Unions have urged that skilled labourers employed as riveters, drillers, cutters, machinists, engine-drivers, stokers, etc., should be classified and known according to their respective occupations, and that a definite scheme of apprenticeship should be instituted for the training of lads in these trades.

A claim submitted by the Amalgamated Society of Engineers further raised the question of the status of skilled labourers employed on mill, planing, slotting, shaping, and other work for the present variable rates paid to such skilled labourers, there should be substituted a flat rate of 75s. per week, plus war wages, this being the maximum rate at present paid to skilled labourers.

The Labourers' Unions made strong representations in favour of the existing Admiralty scheme, under which 50 per cent of the skilled labourers have been able to rise to the higher scale from the grade of ordinary labourer.

The arbitrators decided "that skilled labourers in the dockyards who are employed in important productive work in the shipbuilding and engineering departments, shall in future be classified in accordance with the class of work upon which they are mainly engaged."

"That no change shall be made in the existing system of interchangeability of the skilled labourers, (however classified) between the several classes of work in accordance with the exigencies of the service."

"That it temporarily transferred to the Admiralty, the men shall not suffer reduction of pay."

"That the existing practice of upgrading labourers who display the necessary qualifications is not to be interfered with."

The Court decides that the claim made by the Amalgamated Society of Engineers has not been established.

The arbitrators also express the opinion that a supplementary scheme of apprenticeship should be introduced for the training of boys in H.M. dockyards, who failed to pass the high educational test demanded under the scheme at present in operation.

The Court considered that a competitive examination on a sound elementary scale should be passed by boys before they are accepted as apprentices under the supplementary scheme now proposed, and that it should be obligatory upon boys to follow an approved course of study at a technical school during the probation or apprenticeship.

## DOCKYARD ARBITRATION AWARD.

The threefold system of labour (embracing mechanics, skilled labourers and ordinary labourers) adopted by the Admiralty in the National Dockyards has been under consideration by a Court of Arbitration composed of Sir David Hare, Colonel Denny, and Mr. W. Barker.

The Trades Unions have urged that skilled labourers employed as riveters, drillers, cutters, machinists, engine-drivers, stokers, etc., should be classified and known according to their respective occupations, and that a definite scheme of apprenticeship should be instituted for the training of lads in these trades.

A claim submitted by the Amalgamated Society of Engineers further raised the question of the status of skilled labourers employed on mill, planing, slotting, shaping, and other work for the present variable rates paid to such skilled labourers, there should be substituted a flat rate of 75s. per week, plus war wages, this being the maximum rate at present paid to skilled labourers.

The Labourers' Unions made strong representations in favour of the existing Admiralty scheme, under which 50 per cent of the skilled labourers have been able to rise to the higher scale from the grade of ordinary labourer.

The arbitrators decided "that skilled labourers in the dockyards who are employed in important productive work in the shipbuilding and engineering departments, shall in future be classified in accordance with the class of work upon which they are mainly engaged."

"That no change shall be made in the existing system of interchangeability of the skilled labourers, (however classified) between the several classes of work in accordance with the exigencies of the service."

"That it temporarily transferred to the Admiralty, the men shall not suffer reduction of pay."

"That the existing practice of upgrading labourers who display the necessary qualifications is not to be interfered with."

The Court decides that the claim made by the Amalgamated Society of Engineers has not been established.

The arbitrators also express the opinion that a supplementary scheme of apprenticeship should be introduced for the training of boys in H.M. dockyards, who failed to pass the high educational test demanded under the scheme at present in operation.

The Court considered that a competitive examination on a sound elementary scale should be passed by boys before they are accepted as apprentices under the supplementary scheme now proposed, and that it should be obligatory upon boys to follow an approved course of study at a technical school during the probation or apprenticeship.

## DOCKYARD ARBITRATION AWARD.

The threefold system of labour (embracing mechanics, skilled labourers and ordinary labourers) adopted by the Admiralty in the National Dockyards has been under consideration by a Court of Arbitration composed of Sir David Hare, Colonel Denny, and Mr. W. Barker.

The Trades Unions have urged that skilled labourers employed as riveters, drillers, cutters, machinists, engine-drivers, stokers, etc., should be classified and known according to their respective occupations, and that a definite scheme of apprenticeship should be instituted for the training of lads in these trades.

A claim submitted by the Amalgamated Society of Engineers further raised the question of the status of skilled labourers employed on mill, planing, slotting, shaping, and other work for the present variable rates paid to such skilled labourers, there should be substituted a flat rate of 75s. per week, plus war wages, this being the maximum rate at present paid to skilled labourers.

The Labourers' Unions made strong representations in favour of the existing Admiralty scheme, under which 50 per cent of the skilled labourers have been able to rise to the higher scale from the grade of ordinary labourer.

The arbitrators decided "that skilled labourers in the dockyards who are employed in important productive work in the shipbuilding and engineering departments, shall in future be classified in accordance with the class of work upon which they are mainly engaged."

"That no change shall be made in the existing system of interchangeability of the skilled labourers, (however classified) between the several classes of work in accordance with the exigencies of the service."

"That it temporarily transferred to the Admiralty, the men shall not suffer reduction of pay."

"That the existing practice of upgrading labourers who display the necessary qualifications is not to be interfered with."

The Court decides that the claim made by the Amalgamated Society of Engineers has not been established.

The arbitrators also express the opinion that a supplementary scheme of apprenticeship should be introduced for the training of boys in H.M. dockyards, who failed to pass the high educational test demanded under the scheme at present in operation.

The Court considered that a competitive examination on a sound elementary scale should be passed by boys before they are accepted as apprentices under the supplementary scheme now proposed, and that it should be obligatory upon boys to follow an approved course of study at a technical school during the probation or apprenticeship.

## DOCKYARD ARBITRATION AWARD.

The threefold system of labour (embracing mechanics, skilled labourers and ordinary labourers) adopted by the Admiralty in the National Dockyards has been under consideration by a Court of Arbitration composed of Sir David Hare, Colonel Denny, and Mr. W. Barker.

The Trades Unions have urged that skilled labourers employed as riveters, drillers, cutters, machinists, engine-drivers, stokers, etc., should be classified and known according to their respective occupations, and that a definite scheme of apprenticeship should be instituted for the training of lads in these trades.

A claim submitted by the Amalgamated Society of Engineers further raised the question of the status of skilled labourers employed on mill, planing, slotting, shaping, and other work for the present variable rates paid to such skilled labourers, there should be substituted a flat rate of 75s. per week, plus war wages, this being the maximum rate at present paid to skilled labourers.

The Labourers' Unions made strong representations in favour of the existing Admiralty scheme, under which 50 per cent of the skilled labourers have been able to rise to the higher scale from the grade of ordinary labourer.

The arbitrators decided "that skilled labourers in the dockyards who are employed in important productive work in the shipbuilding and engineering departments, shall in future be classified in accordance with the class of work upon which they are mainly engaged."

"That no change shall be made in the existing system of interchangeability of the skilled labourers, (however classified) between the several classes of work in accordance with the exigencies of the service."

"That it temporarily transferred to the Admiralty, the men shall not suffer reduction of pay."

"That the existing practice of upgrading labourers who display the necessary qualifications is not to be interfered with."

The Court decides that the claim made by the Amalgamated Society of Engineers has not been established.

The arbitrators also express the opinion that a supplementary scheme of apprenticeship should be introduced for the training of boys in H.M. dockyards, who failed to pass the high educational test demanded under the scheme at present in operation.

The Court considered that a competitive examination on a sound elementary scale should be passed by boys before they are accepted as apprentices under the supplementary scheme now proposed, and that it should be obligatory upon boys to follow an approved course of study at a technical school during the probation or apprenticeship.

## PROPOSED SHIPPING COMBINE.

## INTERNAL DISAGREEMENTS HINDERING FORMATION.

Concerning the much-talked-of steamship company which is to be newly floated under the name of the International Steamship Company the Osaka Asahi understands that only the following shipowners agreed with the proposal: Messrs. Asano, Yamashita, Uchida, Ishikawashima, Kawasaki, Masuda, Hashimoto, Suzuki, Kihara, Tatsuura, Kishimoto, Yokohama Dockyard, and Toyosaki. The tonnage offered so far is: Asano 17,400 tons (one vessel of 10,000 ton type, and two of 3,700 ton type), Yamashita 53,000 tons (one vessel of 10,000 ton type, and two vessels of 6,500 ton type), Uchida 17,800 tons (two vessels of 8,900 ton type), Ishikawashima (one vessel of 5,000 ton type)—totaling nine vessels of 63,200 tons. In order to raise the pre-arranged 300,000 tons the Kawasaki Dockyard must offer over 100,000 tons at least, whereas Mr. Matsukata, President of the Kawasaki Dockyard, has not yet declared how much he will offer. According to rumours the tonnage to be offered by the dockyard is to be very small, contrary to general expectation. The Kawasaki Dockyard was one of the proposers of the combine, and its present apparently lukewarm attitude has caused considerable disappointment. Messrs. Suzuki also have not yet reached any decision regarding the tonnage to be offered.

Some people say that there is discord between Mr. Asano and Mr. Matsukata, and others say that Mr. Uchida Kakichi, Vice Minister of the Communications Department, who is offering his services in effecting the combine, and who had been spoken of as a possible candidate for the president of the new concern, is not on good terms with the shipowners interested. Added to these unfavourable circumstances, the shipping world has lately been showing a tendency to recover from its peace depression, and negotiations for chartering ships are increasing gradually. This being the case the formation of the proposed big shipping combine is much doubted at present unless a more clear-cut scheme is drawn up and the Kawasaki is willing to offer a large tonnage.—Japan Chronicle.

## PROPOSED SHIPPING COMBINE.

Concerning the much-talked-of steamship company which is to be newly floated under the name of the International Steamship Company the Osaka Asahi understands that only the following shipowners agreed with the proposal: Messrs. Asano, Yamashita, Uchida, Ishikawashima, Kawasaki, Masuda, Hashimoto, Suzuki, Kihara, Tatsuura, Kishimoto, Yokohama Dockyard, and Toyosaki. The tonnage offered so far is: Asano 17,400 tons (one vessel of 10,000 ton type, and two of 3,700 ton type), Yamashita 53,000 tons (one vessel of 10,000 ton type, and two vessels of 6,500 ton type), Uchida 17,800 tons (two vessels of 8,900 ton type), Ishikawashima (one vessel of 5,000 ton type)—totaling nine vessels of 63,200 tons. In order to raise the pre-arranged 300,000 tons the Kawasaki Dockyard must offer over 100,000 tons at least, whereas Mr. Matsukata, President of the Kawasaki Dockyard, has not yet declared how much he will offer. According to rumours the tonnage to be offered by the dockyard is to be very small, contrary to general expectation. The Kawasaki Dockyard was one of the proposers of the combine, and its present apparently lukewarm attitude has caused considerable disappointment. Messrs. Suzuki also have not yet reached any decision regarding the tonnage to be offered.

Some people say that there is discord between Mr. Asano and Mr. Matsukata, and others say that Mr. Uchida Kakichi, Vice Minister of the Communications Department, who is offering his services in effecting the combine, and who had been spoken of as a possible candidate for the president of the new concern, is not on good terms with the shipowners interested. Added to these unfavourable circumstances, the shipping world has lately been showing a tendency to recover from its peace depression, and negotiations for chartering ships are increasing gradually. This being the case the formation of the proposed big shipping combine is much doubted at present unless a more clear-cut scheme is drawn up and the Kawasaki is willing to offer a large tonnage.—Japan Chronicle.

## PROPOSED SHIPPING COMBINE.

Concerning the much-talked-of steamship company which is to be newly floated under the name of the International Steamship Company the Osaka Asahi understands that only the following shipowners agreed with the proposal: Messrs. Asano, Yamashita, Uchida, Ishikawashima, Kawasaki, Masuda, Hashimoto, Suzuki, Kihara, Tatsuura, Kishimoto, Yokohama Dockyard, and Toyosaki. The tonnage offered so far is: Asano 17,400 tons (one vessel of 10,000 ton type, and two of 3,700 ton type), Yamashita 53,000 tons (one vessel of 10,000 ton type, and two vessels of 6,500 ton type), Uchida 17,800 tons (two vessels of 8,900 ton type), Ishikawashima (one vessel of 5,000 ton type)—totaling nine vessels of 63,200 tons. In order to raise the pre-arranged 300,000 tons the Kawasaki Dockyard must offer over 100,000 tons at least, whereas Mr. Matsukata, President of the Kawasaki Dockyard, has not yet declared how much he will offer. According to rumours the tonnage to be offered by the dockyard is to be very small, contrary to general expectation. The Kawasaki Dockyard was one of the proposers of the combine, and its present apparently lukewarm attitude has caused considerable disappointment. Messrs. Suzuki also have not yet reached any decision regarding the tonnage to be offered.

Some people say that there is discord between Mr. Asano and Mr. Matsukata, and others say that Mr. Uchida Kakichi, Vice Minister of the Communications Department, who is offering his services in effecting the combine, and who had been spoken of as a possible candidate for the president of the new concern, is not on good terms with the shipowners interested. Added to these unfavourable circumstances, the shipping world has lately been showing a tendency to recover from its peace depression, and negotiations for chartering ships are increasing gradually. This being the case the formation of the proposed big shipping combine is much doubted at present unless a more clear-cut scheme is drawn up and the Kawasaki is willing to offer a large tonnage.—Japan Chronicle.

## PROPOSED SHIPPING COMBINE.

Concerning the much-talked-of steamship company which is to be newly floated under the name of the International Steamship Company the Osaka Asahi understands that only the following shipowners agreed with the proposal: Messrs. Asano, Yamashita, Uchida, Ishikawashima, Kawasaki, Masuda, Hashimoto, Suzuki, Kihara, Tatsuura, Kishimoto, Yokohama Dockyard, and Toyosaki. The tonnage offered so far is: Asano 17,400 tons (one vessel of 10,000 ton type, and two of 3,700 ton type), Yamashita 53,000 tons (one vessel of 10,000 ton type, and two vessels of 6,500 ton type), Uchida 17,800 tons (two vessels of 8,900 ton type), Ishikawashima (one vessel of 5,000 ton type)—totaling nine vessels of 63,200 tons. In order to raise the pre-arranged 300,000 tons the Kawasaki Dockyard must offer over 100,000 tons at least, whereas Mr. Matsukata, President of the Kawasaki Dockyard, has not yet declared how much he will offer. According to rumours the tonnage to be offered by the dockyard is to be very small, contrary to general expectation. The Kawasaki Dockyard was one of the proposers of the combine, and its present apparently lukewarm attitude has caused considerable disappointment. Messrs. Suzuki also have not yet reached any decision regarding the tonnage to be offered.

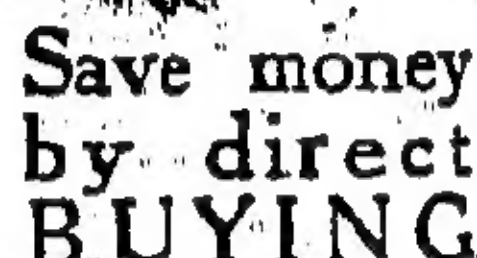
Some people say that there is discord between Mr. Asano and Mr. Matsukata, and others say that Mr. Uchida Kakichi, Vice Minister of the Communications Department, who is offering his services in effecting the combine, and who had been spoken of as a possible candidate for the president of the new concern, is not on good terms with the shipowners interested. Added to these unfavourable circumstances, the shipping world has lately been showing a tendency to recover from its peace depression, and negotiations for chartering ships are increasing gradually. This being the case the formation of the proposed big shipping combine is much doubted at present unless a more clear-cut scheme is drawn up and the Kawasaki is willing to offer a large tonnage.—Japan Chronicle.

## PROPOSED SHIPPING COMBINE.



## NOTICES.

YOU ARE ALWAYS WELCOME



No. 75, GOLDSMITHS' HALL,  
 "The RING SHOP for the WORLD"  
 NEWCASTLE upon TYNE,  
 ENGLAND.

**OVER FORTY YEARS.**

Prepared only by  
J. C. ENO, Ltd., Fruit Salt Works, London, England

The *Queen Elizabeth*, Capitan A. E. M. Chatfield, flagship of the Grand Fleet, arrived at Portsmouth recently, and received a hearty welcome from the ships in harbour. The *Birmingham*, light cruiser, also arrived, as well as the battleships *Minarch* and *Emperor of India*, and the battle-cruiser *Feroen*.

OLD MOTHER THAMES

gium. The Admiral visited Cardinal Mercier at Malines, and on the 22nd he made a tour of the industrial region of Liege. He returned to England at the beginning of the week.

capacity in the Express Accounts Department, Admiralty, where he is to continue serving. Mr. T. C. Harrington, chieftain of Sailmakers, Portsmouth Dockyard, Assistant Textile Overseer, Belfast district, has been appointed in a similar capacity to the Dundee District. Mr. A. E. Waller, chieftain of boiler-makers, Portsmouth Dockyard, assistant boiler overseer, on the staff of the Senior Naval Officer, Clyde, has been appointed to assist the Engineer-Captain, R.N., Cumberland Buildings, Liverpool, on the staff of the Senior Naval Officer, Liverpool. Mr. F. W. Perkins, Inspector of Boiler-makers at Portsmouth Dockyard, has been appointed Acting Foreman of Boiler-makers.

will be held at

PHILADELPHIA, U. S. A.

in JUNE next by the

# NATIONAL ASSOCIATION OF Hosiery and UNDERWEAR MANUFACTURERS

Four hundred of the leading manufacturers of the United States will display their standard lines, comprising hosiery and underwear. All classes of knitted goods, in silk, lisle, worsted and wool—men's, ladies' and children's—will be on view. More than 175,000 square feet will be devoted to the display.

It is the desire of the United States Government and the Pan-American Union to weld together a bond between North American manufacturers, and Overseas buyers. The Exposition has the unqualified support and endorsement of the officials. By it the mer-

chant, abroad, can inspect and purchase at first hand, for shipment on his own account."

You are particularly requested to attend. The Exposition will open during the first two weeks in June, 1919. A reception committee will be in attendance.

## National Association of Hosiery and Underwear

425 Chestnut Street  
Manufacturers, Inc. Philadelphia, Pa., U.S.A.  
C. B. CARTER, Secretary

# Tycos

## Epoch Making Instruments

These Instruments have made history. They have aided the world to progress.

In the laboratories of the *Tyso* factories the master minds of applied science have wrought into accurate, unflinching forms representing delicate mechanisms, which have advanced the world's great industries, brought safety to ocean travel, safeguarded the health of man, and brought about a thousand other onward steps in every walk of life.

In the manufacture of *Fees* instruments, which are made for every purpose, viz.: Temperature, Indicating, Recording, Controlling, etc., all requirements for service purposes will be found fully provided for and met.

*Fees* Instruments have been approved by the leading Governments of the world.

*Our line of manufacture includes:*

Household Thermometers	Industrial Thermometers	Pyrometers
Thermopiles	Freezing and Thawing Apparatus	
Hygrometers	Hydroimeters	Barometers
Pocket Compasses	Surveying Compasses	
Air Meters	Wind Levels	
Refractometers	Ferret Thermometers, etc., etc.	

Write today for literature. Address:  
**Taylor Instrument Companies**  
Rochester, N. Y., U. S. A.  
There's a *True Thermometer*  
for Every Purpose.

**NOTICE**

Messrs. **CROSSE & BLACKWELL** much regret that for the first time, for a hundred years war conditions prevent many of their products/being shipped to Hongkong and China. They much appreciate the letters they are receiving, and in reply would state that it is fully recognised here that under the circumstances of life in China the absence of English delicacies and foods is a very real hardship.

Messrs. CROSSE & BLACKWELL will take care that not a day shall be lost in forwarding supplies when a return to more normal conditions permits. In the meantime they trust that those who have been accustomed to rely on their products will be good enough to accept this explanation.